

RAILWAY AGE

The Standard Railroad WEEKLY for Almost a Century

GREEN COPY

IN THIS ISSUE

New High-Capacity
All-Service Diesel

Grading Machines
Clean Long Ditches

Operating Revenues
And Expenses

Ratio of Net
To Gross

Licensing Fees
For I.C.C.?

This month Dr. Oscar Horger demonstrates that wide area contact is one reason why:

The taper makes **TIMKEN®** the only journal bearing that delivers what you expect when you buy a roller bearing

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AREA CONTACT KEEP
ROLLERS IN POSITIVE
ALIGNMENT.



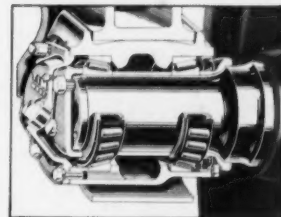
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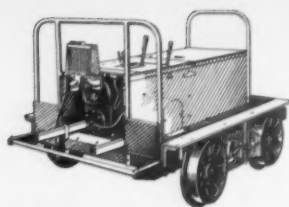
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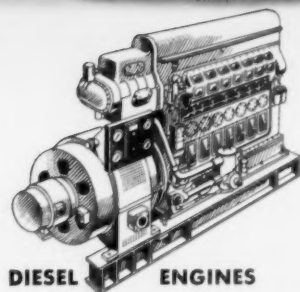
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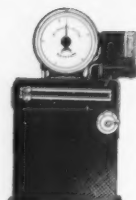


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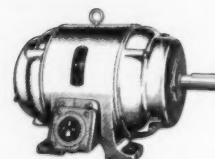
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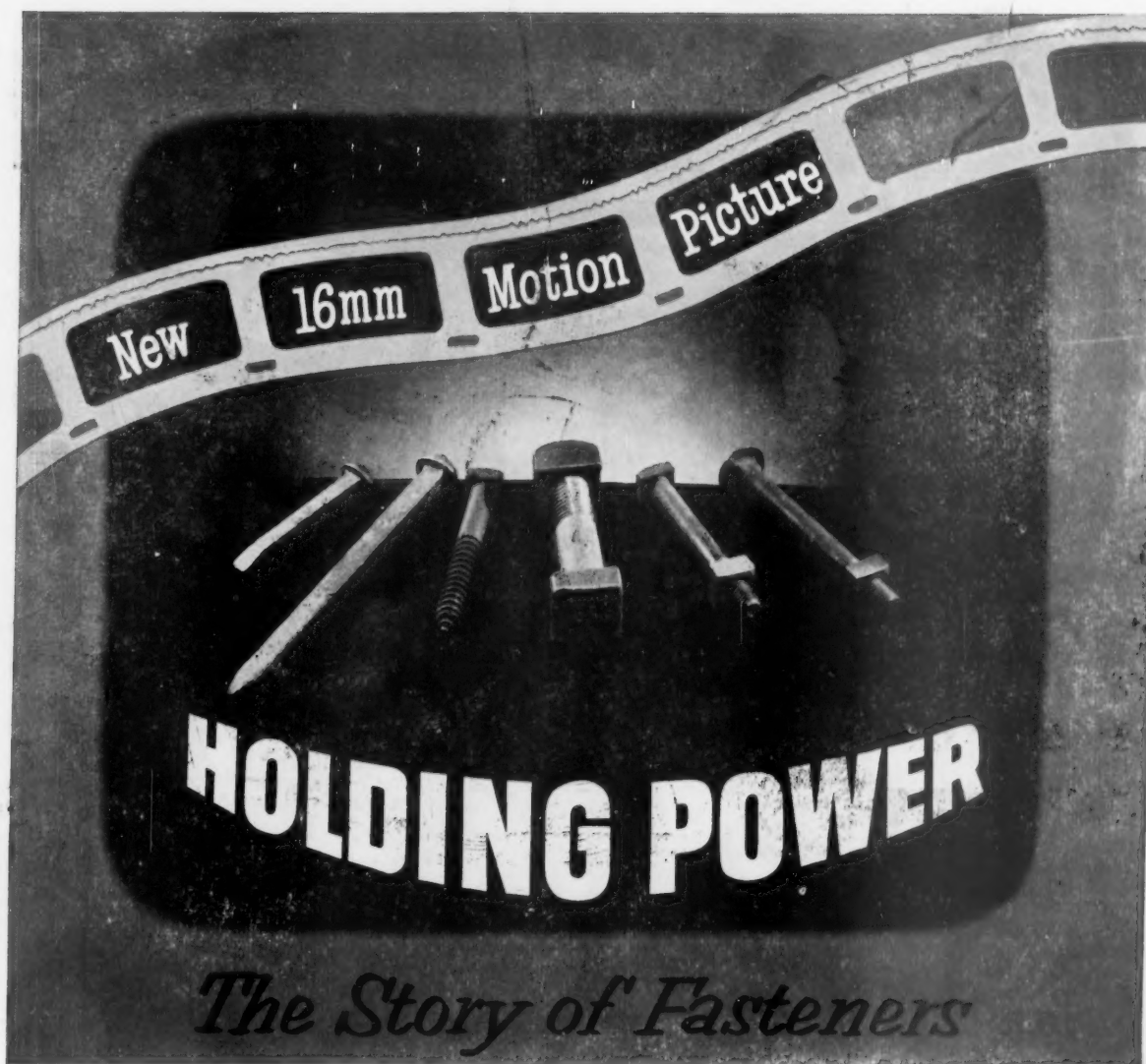
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for more than 120 years it's*



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"Holding Power" is an ideal film for showing to distributors, consumers, and others closely associated with fasteners. It is also an interesting, highly educational picture for general audiences. There is no charge, except for the return postage. If you would like a print for showing, fill out the coupon, selecting a date well in advance, and mail it to Publications Department, Bethlehem Steel Company, Bethlehem, Pa.

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Please send me a print of your new film, "Holding Power."
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MY-36 Signature _____

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PENNSYLVANIA

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RAILWAY AGE

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March 1, 1954

Vol. 136, No. 9

Week at a Glance

A schedule of licensing fees which would cost the nation's carriers about \$1,750,000 for filing various types of applications, has been proposed by the I.C.C. 8

Kentucky Derby trips by railroad officers in business cars with guests now have a formal frown from the I.C.C. In its report on past Norfolk Southern practices, the commission said such use of railway equipment and carrier funds "is not consistent with the type of management contemplated by section 15a(2) of the Interstate Commerce Act." 9

The railroads' gross doubled, but net operating income increased only 11 per cent, in the period between 1941 and 1953, according to the latest "Monthly Comment" of an I.C.C. bureau. 13

To clean ditches in a long cut, the Toledo, Peoria & Western made successful use of off track grading machines. 14


Allocation of responsibility for loss and damage to freight is the principal topic in this week's Questions and Answers page. 16

FORUM: Economics of car supply is an inter-railroad problem which seems not to be receiving attention commensurate with its importance. 21

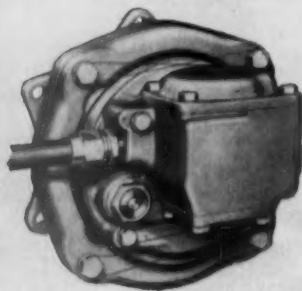
A high-capacity, all-service diesel, rated at 2,250 hp., is the latest addition to the Alco line. 22

New 169-seat commuter cars—16 double deckers—are now under construction for the Chicago & North Western by the St. Louis Car Company. 25

Despite the general decline in passenger traffic in 1953, as compared with 1952, eight Class I railroads reported



Cut the cost of flat wheels with Westinghouse Decelostat® Controllers



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but one thing we know: it's tremendous.
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Westinghouse Decelostat Controllers.

**Westinghouse Air Brake
COMPANY**

AIR BRAKE DIVISION



WILMERDING, PA.

Current Statistics

Operating revenues, twelve months	
1953	\$10,664,317,337
1952	10,581,598,621
Operating expenses, twelve months	
1953	\$ 8,135,476,779
1952	8,053,159,011
Taxes, twelve months	
1953	\$ 1,184,857,140
1952	1,261,504,149
Net railway operating income, twelve months	
1953	\$ 1,109,434,340
1952	1,078,312,684
Net income, estimated, twelve months	
1953	\$ 875,000,000
1952	836,000,000
Average price railroad stocks	
February 23, 1954	61.84
February 24, 1953	68.68
Carloadings, revenue freight	
Seven weeks, 1954	4,215,412
Seven weeks, 1953	4,723,258
Freight cars delivered	
January 1954	4,944
January 1953	7,981
Freight cars on order	
February 1, 1954	27,959
February 1, 1953	77,414
Freight cars held for repairs	
February 1, 1954	94,855
February 1, 1953	94,145
Average number railroad employees	
Mid-January 1954	1,107,633
Mid-January 1953	1,195,490

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Week at a Glance

CONTINUED

higher passenger revenues—the Burlington; Illinois Central; Long Island; Minneapolis & St. Louis; Susquehanna; Northern Pacific; Reading, and Ann Arbor. Regular revenue and expense tables for all Class I railroads for December and 12 months of 1953 begin on page . . .

27

BRIEFS

Another proxy fight seems to be in the offing, this time for control of the New Haven. The road's management recently announced a slate of nominees to the 21-man board which included replacements for seven incumbent directors, four of whom were named to the board last year to avert a proxy battle. Patrick B. McGinnis, partner in a New York Stock Exchange firm, has said a group of stockholders he represents will present the April 14 stockholders' meeting with an alternative list of 21 candidates, including the seven management is seeking to replace.

All western roads taking part in the family fare plan have "liberalized" it, with a further fare reduction (one-fourth, instead of one-half, the one-way fare for children between five and 12 years), plus removal of the restriction that required the head of the family to make the return trip with his family on Monday, Tuesday or Wednesday departure dates only. The new features of the plan went into effect March 1.

The Department of Commerce has underway a study of "what should be modern government's role in the field of transportation." That's how the department's undersecretary for transportation, Robert B. Murray, Jr., describes the survey, which he thinks should lead to a "clearer definition of the basic needs of the nation for shipping, aviation, and highway transportation."

Television is being used by the Pennsylvania at Pittsburgh to speed up switching of mail cars to and from the post office. The camera is permanently focused on tracks serving the building; the receiver is in a signal tower 2,000 ft. away.

This advertisement is one of a series currently running in national business magazines. We sponsor it in the belief that such a series will help make industry more aware of the outstanding record of railroad progress and achievement.

How all industry benefits
from progressive railroading

TODAY... a freight car is nearer your telephone

The last two years have seen a spectacular reduction in freight car "shortage" reports. In 1952, the cases where shippers waited more than 48 hours for a car were 84% fewer than in 1950!

To provide this improved service, railroads retired over 115,000 old cars in '51 and '52 alone; replaced them with 155,147 new cars—enough to form a train 1,320 miles long! It meant a whopping investment of \$1½ billion. But, modern cars permit better utilization, one of the many reasons why a phone call brings them to your loading dock faster.

Railroads are also modernizing existing cars. Thousands are now equipped with the "Ride-Control® Package," developed by American Steel Foundries to replace the hard-riding springs on older cars. Package installations bring these cars up to modern riding standards, suitable for unrestricted use at unrestricted speeds. *All this at costs that measure up to the economic realities of general repairs programs.*

In short, a constantly replenished and modernized car pool is another reason why railroads offer better freight service at a bigger value than ever before.

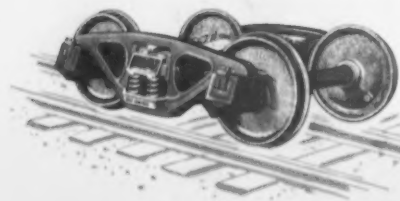


Industry benefits from the efficiency of today's modern car pool. Average ton-miles hauled per train hour shot up 74% from the 1936-1940 period!

American Steel Foundries

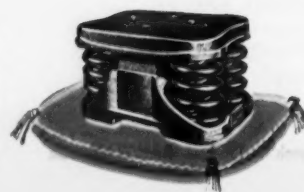
World's largest producers of railroad running gear

Executive Offices: Wrigley Building, Chicago 11



New freight cars ride smoothly at passenger-train speeds, on ASF Ride-Control® Trucks... specified on more new cars than all other freight car trucks combined!

And now the Ride-Control Packages are being used to modernize existing cars—at realistic costs. Recent tests prove reductions in lading damage index of over 90%.



"Non-Ops" Blast Benson Letter

Wire President for withdrawal of letter and "strictest reprimand if not impeachment"

A letter from secretary of Agriculture E. T. Benson drew sharp fire from the 16 non-operating unions whose fringe-benefit-demand case is currently being heard by the presidential emergency board in Chicago. The letter addressed to Judge Charles Loring, chairman of the board, was made available by him to both union and carrier representatives.

In the letter, secretary Benson urged that the board seek some solution to the non-op case which would "... neither bring about a work stoppage on our railroads nor give any justification for another increase in agricultural rates." Either outcome, he said, would "seriously injure" the American farmer and the general public.

The letter, dated February 3, was apparently delayed due to mishandling. When Judge Loring brought it to light on February 23, all chiefs of the non-operating unions joined in signing a telegram to President Eisenhower at Washington which said in part:

"Railway employees are in most complete sympathy with American farmers in the condition to which they have been reduced in the last year, but obviously the remedy for unsound policies now prevailing in farm marketing is not to be found in attacks on other great groups of producing workers. This fallacy in the claims of Secretary Benson is the least of the objections to his conduct.

"Interference by a cabinet member in a proceeding that is required by law to be impartial is an unwarranted and outrageous infringement of the rights of railway workers under the Railway Labor Act. Such flagrant misconduct by a member of your highest official group merits the strictest reprimand if not impeachment. Believing as we do that you would not and did not sponsor this breach of law and ethics, we respectfully request that you remove, insofar as this is now possible, this impairment of the impartiality of this proceeding by publically disavowing the act of Secretary Benson and securing the withdrawal of the letter in question. We further respectfully request an opportunity to meet with you to discuss the explosive situation created by Secretary Benson."

The President was en route back to Washington from a California vacation, but James C. Hagerty, his press

secretary, said he personally did not know about the Benson letter until receipt of the union chiefs' wire. Judge Loring recessed the hearing shortly after it began on the morning of February 24. He set the hour to resume later that morning but did not himself return until considerably later. As near as could be determined just at press time, he was attempting to contact the President regarding possible withdrawal of the letter. In New York, Mr. Benson is reported to have commented that the letter was not an attempt to interfere, but "merely to present facts."

Mr. Benson's letter said that, since 1951, farm prices have dropped 19.5 per cent; net farm income had dropped 14.4 per cent; that "The worsening farm situation cannot be laid to a drop in consumer demand." He said one of the main causes of the drop in farm prices and income "is the continued increase in marketing costs, of which railroad freight rates are an important part." While the

farmers' share of the consumers food dollar dropped from 49 to 45 cents, agricultural freight rates have gone up to 10 per cent, his letter stated.

"The railroads have been losing agricultural traffic since the end of World War II. We believe they would lose more if freight rates were pushed up still further. This would mean a loss of employment on railroads. . . Since 1945 there have been 11 general increases in railroad freight rates. The present authorized rates on agricultural products are now about 70 per cent higher than in 1945.

"We feel strongly that another increase now would seriously injure the farmer and the general public. We realize the difficulties confronting your board, but we urge you to find some solution which will neither bring about a work stoppage on our railroads nor give any justification for another increase in agricultural freight rates."

In Washington, AFL President George Meany protested personally to President Eisenhower over Secretary Benson's "injecting himself into the railroad fact-finding board activities."

Mr. Meany called the secretary's action "just not cricket," and he said the board should not be subject to such pressure. He said the Benson letter was "not solicited" by the board

AD MANAGERS CITE WESTINGHOUSE AIR BRAKE, BUDD COMPANY, FOR ADS SUPPORTING RAILS

Top awards of the Association of Railroad Advertising Managers have been presented to the Westinghouse Air Brake Company and to the Budd Company for their respective advertising support of the American Railroad industry.

The awards were presented by Chester C. Dilley, retiring president of the association, who cited the Westinghouse company for its efforts toward a better public understanding of the nation's railroads. He gave a bronze plaque to W. Lyle Richeson, vice-president of the railway equipment manufacturer, during the association's three-day meeting in New Orleans late in January. A certificate of merit was presented to the American Cyanamid Company as runner-up in this phase of the association's competition.

A similar plaque was presented to A. Dix Leeson, advertising manager of the Budd Company, Philadelphia, in recognition of his company's advertisements aimed at direct promotion of railroad traffic. Certificates of

merit were awarded to International Nickel, Inc., and to the Westclox division of General Time Corporation.

Judges for this, the association's third annual advertising competition were: Walter Weir, vice-president, Donahue & Co., New York; Ernest Williams, professor of transportation, Columbia University; James G. Lyne, editor of *Railway Age*; and Mr. Dilley.

Newly Elected—The association picked an entirely new slate of officers to serve until its next annual meeting early in 1955. They are: Leo A. Brown, director, advertising and public relations, Wabash, president; Alfred E. Greco, assistant to vice-president—traffic, Pullman Company, first vice-president; Don E. Wallace, assistant manager, department of public relations, Canadian Pacific, and Harry F. Tate, advertising agent, Missouri-Kansas-Texas Lines, vice-presidents; and Alex. W. Robertson, advertising manager, Missouri Pacific, treasurer. A. W. Eckstein, advertising agent, Illinois Central, was appointed executive secretary.

"No Time to Increase Labor Costs"

William White tells emergency board that annual cost of "fringe" benefits demands would be \$630 million

"The frightening aspect of the railroad situation today is that wages have become so large a part of railway operating expenses, and have increased so much faster than operating revenues, that the margin of profit has diminished to the point where any substantial reduction in traffic may spell disaster," Robert S. Macfarlane, president of the Northern Pacific, said in Chicago February 24.

Speaking before the Presidential emergency board hearing health, welfare, free transportation and other fringe demands of the non-operating unions, Mr. Macfarlane cited the effect of transition from a wartime economy to a normal peacetime economy "which inevitably involves some recession in business"; the railroads' "up-hill battle against subsidized competition," and their need to "continually improve service and increase efficiency of their operations . . . requiring large capital expenditures which, under existing conditions, must be met out of earnings."

"The reduction in operating revenues anticipated in the current business recession," he said, "will have an immediately serious effect on net earnings and the ability of the railroads to obtain funds needed for improvements."

"It is certainly no time to increase labor costs."

Others Testify — In an earlier hearing, William White, president of

the New York Central, testified that the "exorbitant" cost of the unions' demands would "undermine" the railroads' service improvement program. Estimating the cost of the demands at \$630 million a year, he said "neither the New York Central nor the railroad industry as a whole could possibly bear the burden of these demands."

Increasing rates and fares "in this day of active carrier competition" cannot solve the problem, he warned. These must be kept at competitive levels if railroads are to grow, "or even if they are to maintain their present position." Pointing out that rates and fares must produce earnings adequate to attract capital, he said: "Without adequate capital to maintain and improve facilities and methods we will inevitably fall behind our competitors and the resulting injury to the railroads and their employees is beyond measure."

"I would not imply or suggest that either the public, the railroads or the investors have a right to maintain service or earnings at the expense of maintaining standard compensation to railroad employees. But I do suggest that railroad labor should not be leaders in progressing extravagant fringe demands without regard to service to the public and earnings for capital. The fact is that our workers presently enjoy much higher earnings and more favorable conditions than does the average worker in American industries."

Law & Regulation

I. C. C. Proposes Licensing "Fees"

Charges on applications filed with commission would cost carriers \$1,750,000 a year

The Interstate Commerce Commission has published a proposed "schedule of fees" which, if adopted, will cost the nation's carriers about \$1,750,000 annually.

The fees would apply to various applications filed with the commission under the Interstate Commerce and Bankruptcy Acts. They would range from a low of \$75 (on applications for authority to become an officer or director of more than one carrier), to a maximum of \$5,000 (on a securities modification proceeding under Section 20b, the so-called Mahaffie Act).

Reason for the fee-charging proposal dates back to 1951. In an appropriation bill at that time, Congress declared that work performed by

federal agencies "in connection with issuance or grant of any privilege, authority, permit, certificate, license and the like shall be self sustaining to the full extent possible."

Last November, the Bureau of the Budget advised the various agencies to carry out this mandate. Managing Director E. F. Hamm, Jr., of the I.C.C., appointed a staff committee to draw up a schedule of such fees (*Railway Age*, November 23, 1953, page 14).

Nineteen Proposals—This I.C.C. committee has come up with 19 proposals. A commission notice said the fees "are in general based on the average direct and indirect costs incurred by the commission for each of the

activities for which the fees are proposed."

Included among the proposed fees are the following:

A Mahaffie-Act application must be accompanied by a minimum fee of \$1,000, plus one-two-hundredth of 1 per cent of the principal amount, par or stated value, of the securities to be altered or modified in excess of \$20,000,000. Maximum fee would be \$5,000.

A Bulwinkle-Act application (section

C&O SELLS ITS 800,000 SHARES OF NYC COMMON

Directors of the Chesapeake & Ohio, meeting at Cleveland February 25, approved sale of the company's entire holdings of 800,000 shares of New York Central common stock to Clint W. Murchison, of Dallas, Tex., and Sid W. Richardson, of Fort Worth. Walter J. Tuohy, president of the C&O, said the sale was made "at an advantageous price" of \$25 a share, representing a profit of approximately \$2.4 million. In reply to press questions concerning the transaction, Mr. Tuohy refused further comment, but repeated that "the stock was sold at a profit to C&O shareholders."

In a statement issued at New York the evening before the sale was officially revealed by the C&O, William White, president of the NYC, described it as "a favorable development for us." "It explodes," Mr. White said, the claim of Robert R. Young, former C&O board chairman, "that 90 per cent of NYC stockholders are behind him" in the effort he is making to obtain the chairmanship of the Central's board of directors.

Mr. White also charged that "the interest of C&O stockholders is apparently ignored," and that "there would seem to be a continuance of a close relationship between Mr. Young and C&O."

The shares sold by the C&O represent approximately 12½ per cent of all outstanding NYC common stock. While owned by the C&O they had been held in trust under an Interstate Commerce Commission order by the Chase National Bank of New York. How they would have been voted—if at all—in the anticipated proxy fight between Mr. Young and the Central management had been a subject of speculation in the financial press.

Meantime, Mr. Young himself announced he had instructed attorneys to bring suit against four bankers who are also Central directors for "wasting the assets of NYC by causing Mr. White and other employees to engage in this factional fight between . . . shareholders" and for "employing such outside help" as Robinson-Hannagan Associates (public relations counsellors) and Georgeson & Co. (proxy solicitors).

5a) must be accompanied by a fee of \$1,600. Applications to amend such agreements would have a filing fee of \$250.

An application for a certificate authorizing construction, extension, acquisition, or operation of lines of railroad must be accompanied by \$1,200.

A fee of \$1,000 would apply on applications for the pooling or division of traffic, service or earnings; on merger applications; on applications in which one or more carriers seek to purchase or lease properties of another; and on applications wherein a person seeks to acquire control of two or more carriers. All these applications come under Part I, section 5 of the I.C. Act.

Financial applications filed under sections 20a and 214 (new securities) must be accompanied by a minimum fee of \$50, plus one-fiftieth of 1 per cent of the principal amount, par or stated value, of the securities which the applicant seeks authority to issue. Maximum fee would be \$1,000. A similar charge would apply when one carrier seeks authority to assume liability for securities of another.

Other proposed fees would apply on abandonment applications (\$750), and on trackage rights applications (\$600).

Views Requested — The I.C.C. notice setting forth the proposed fees called upon interested parties to submit written "data, views or arguments" concerning their adoption. Deadline for the filing of such statements is March 31.

Meanwhile, a special committee on fees set up by the Association of I.C.C. Practitioners has already advised members of that organization that there is "no indication" the commission's proposal takes the "public interest" into consideration.

The committee has asked members of the association to vote on a resolution which states that fees should be assessed in accordance with a formula "that assigns to the public the major proportion of the estimated cost of licensing activities of the I.C.C."

I.C.C. Raps Practices Of Former NS Officers

The extent to which funds of the Norfolk Southern and its subsidiaries were used by former officers of the road "for salaries, expenses and fees was inordinate, extravagant, and, in many instances, wasteful in violation of section 15a" of the Interstate Commerce Act, the Interstate Commerce Commission has found.

The finding was one of several made by the commission in reporting on its investigation of NS "management, accounting, financial and other practices." The inquiry, No. 30980, was instituted in January 1952, and the report noted that, since that time, the NS board of directors has been reorganized and the management "placed largely in different hands."

More Regulation Proposed — Among the other findings was one to the effect that the act should be amended to extend section 20's accounting and reporting requirements to

all carrier subsidiaries, and to extend section 20a's security-issue requirements to securities of subsidiaries.

Respondent corporations, in addition to NS, were the Norfolk Southern Bus Corporation, which was recently sold by the railroad. Individual respondents included P. B. McGinnis and J. T. Kingsley, who were formerly NS board chairman and president, respectively.

All Business Entertains — In a separate concurring expression, Commissioner Arpaia said he went along on the "general result" of the majority report, but he was unable to subscribe to all of its conclusions. Mr. Arpaia also said:

"In some instances those officials were called upon to exercise judgment as to the best course to pursue at the time. While we might have reached some other conclusion, we are not empowered to substitute our judgment for theirs . . . Many corporate officers and lesser personnel have expense accounts and are expected to promote traffic and good will by judicious entertaining. Here, too, the amounts expended and the latitude given any particular official is a matter of judgment. . . .

"Expenses for entertainment and travel must bear some reasonable relation to the production of benefit and the promotion of the interests of the railroad. However, as to the amount and substantiation, we should not require more than the Bureau of Internal Revenue, since thereby we would be placing a standard on railroads which other forms of business do not have to meet. . . ."

Disbarment Cases Dropped — Along with its NS report, the commission made public an order discontinu-

ing the proceedings wherein it had called upon attorneys representing Mr. Kingsley to show cause why they should not be disbarred from further practice before the commission (*Railway Age*, October 12, 1953, page 12). The attorneys are John K. Pickens and Jerry N. Griffin.

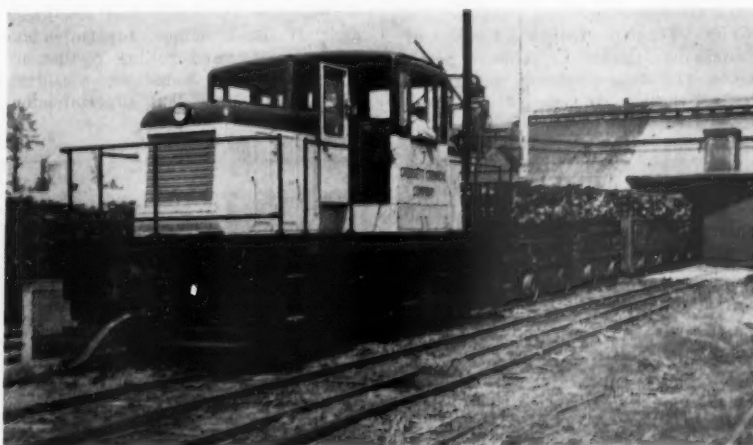
"No Comment" — In a statement issued on February 10, Cecil M. Self, present president of the NS, said that "no comment on the part of the present management appears appropriate or necessary," as the proceedings "were directed specifically to responsibilities of the former management."

Organizations

S. Marlowe Martin, of the Terminal Railroad Association of St. Louis, has been elected president of the **Car Department Association of St. Louis**. Elected to serve with him as vice-presidents are H. C. Summers, Nickel Plate, W. C. Smith, Gulf, Mobile & Ohio, and J. E. Walsh, of the Manufacturers Railway, the St. Louis Refrigerator Car Company and the St. Louis & O'Fallon. Secretary-treasurer is D. W. Kramer, assistant chief interchange inspector of the Superintendents' Association.

The **Car Foremen's Association of Chicago** will meet March 8 at the LaSalle Hotel.

The **Tri-City Traffic Club** has elected the following officers for the oncoming year: President — James D. Nankivell, Northern Pacific; vice-presi-



THE DIESEL IN THE CHEMICAL INDUSTRY

Replacing two 50-ton steam locomotives, this General Electric 45-ton diesel-electric locomotive has enabled the Crossett Chemical Company of Crossett, Ark., to reduce operating costs approximately \$600 per month. According to H. Quinn, superintendent, "Not only is there a tre-

mendous saving in operating costs but in labor costs as well. The diesel-electric operates much faster so we do not have to work overtime, as we had to before, to finish the day's work." The plant makes charcoal, acetic acid, methanol, wood tars, and other products.

dent — George A. Bodenschatz, Bear Manufacturing Company; and secretary-treasurer—C. T. Bult, Acme Fast Freight, Inc.

The **Southern Association of Car Service Officers** has elected the following officers for 1954: President, C. B. Gotto, car accountant, Tennessee Central; vice-president, E. H. Major, superintendent car service, Louisville & Nashville; secretary-treasurer, F. I. Umhau, superintendent car service, Southern.

A dinner meeting of the **Mississippi Valley Maintenance of Way Club** is scheduled for 6:30 p.m., March 8, at the Hotel De Soto, St. Louis. R. P. Hamilton, superintendent safety, Frisco, will address the meeting.

Senator Joseph R. McCarthy, of Wisconsin, was principal speaker at the 44th annual dinner of the **Traffic Club of New York**, held February 18, with a total attendance of approximately 2,350 transportation and industrial traffic men. John P. Dennis, traffic manager, Texas Company, president of the club, and Harry H. Meyer, eastern traffic manager, Chicago & Illinois Midland, and chairman of the dinner committee, presided.

The following have been elected officers for 1954 of the **Western Association of Railway Tax Commissioners**: President, C. W. Graham, agent, real estate department, Pennsylvania; vice-presidents, M. L. Boydston, tax commissioner, Milwaukee, J. C. Kenady, right-of-way, land and tax commissioner, Great Northern, and U. C. Brown, tax commissioner, St. Louis Southwestern; and secretary-treasurer, L. R. Norberg, assistant tax commissioner, Milwaukee.

The **Transportation Club of Peoria** has elected E. Solomon, warehouse and transportation superintendent of the Kroger Company, as president. Elected to serve with Mr. Solomon are: Vice-presidents—R. A. Barnett, division freight agent, New York Central, and K. E. Hopkins, manager—traffic division, Peoria plant, Caterpillar Tractor Company; and secretary-treasurer—C. M. Abernathy, assistant to traffic manager, Keystone Steel & Wire Co.

The **Ohio Valley Transportation Advisory Board** has elected H. E. Solsmon, traffic manager, Andrew Jergens Company, Cincinnati, as chairman for 1954. Vice-Chairman is R. J. Tyler, general traffic manager, Tube Turns, Inc., Louisville, Ky.

The **Milwaukee Traffic Club** has elected the following officers for 1954-55: President—R. H. Heilman, assistant general traffic manager, A. O. Smith Corporation; vice-presidents—Thomas A. Dodge, executive assistant to president, Union Refrigerator

Transit Lines, Gil C. Loeser, assistant general traffic manager, Joseph Schlitz Brewing Company, and C. F. Dahnke, assistant general passenger agent, Milwaukee; and secretary-treasurer—Walter Schulze, representative of Motor Cargo, Inc.

The **General Eastern Passenger Agents Association of New York** has elected the following officers for 1954: President, M. R. Kielgas, general eastern passenger agent, Chicago & North Western; vice-president, W. F. Vitt, general eastern passenger agent, Missouri Pacific; treasurer, T. J. Glancy, general agent, passenger department, Rock Island; secretary, J. H. Dimke, assistant general passenger agent, Erie; assistant secretary, C. C. Burns, general agent, passenger department, Milwaukee.

The **Chicago General Agents Association** has elected S. J. Ives, assistant general passenger agent, Chicago & Eastern Illinois, as chairman for 1954. M. O. Strom, general agent, Santa Fe passenger department, is vice-chairman, and R. E. Towns, assistant general passenger agent, Erie, secretary.

The **Boston General Agents Council** has elected the following officers for 1954: Chairman, W. D. Goss, general agent, Milwaukee; vice-chairman, R. A. Hasenstab, general agent, Canadian Pacific; secretary, Matt J. Flanagan, general agent, Chicago & North Western; treasurer, Harold Levine, assistant to vice-president, Sanford & Eastern.

The following have been elected officers of the **Eastern Car Foreman's Association**: President, J. F. Swafford, assistant master mechanic, Washington Terminal; first vice-president, H. E. Whitener, superintendent motive power and rolling equipment, Jersey Central; second vice-president, J. M. Quinn, assistant superintendent

car maintenance, of the New Haven.

New officers of the **Canadian Railway Club**, installed at the club's recent 50th annual meeting, are C. Niderost, assistant secretary, Canadian Pacific, president; J. C. Kenkel, assistant to vice-president, Canadian National, first vice-president; and L. B. George, assistant chief motive power and rolling stock, CPR, second vice-president.

C. Max Sheppard, city passenger agent of the Santa Fe at Oakland, Cal., has been elected president of the **Northern California Passenger Association**.

The ninth annual reunion of the **Military Railway Service Veterans** will be held September 17-19 at the Schroeder Hotel, Milwaukee.

The **Oakland Traffic Club** has elected Clifford H. Reeves, district freight agent, Southern Pacific, as president. Other officers are: Vice-president—Marvyn Fauria, traffic manager, Fruitvale Canning Company; secretary—R. D. Stokes, assistant traffic manager, Howard Terminal; and treasurer—Dwight N. Yeaman, office manager, Haslett Warehouse Company.

People in the News

Young Cites Passenger Loss as No. 1 Job on NYC

Robert R. Young, presently trying to win control of the New York Central, said on February 18 that the "No. 1 improvement" he would make on Central, if he wins, would be elimination of the \$40-million annual passenger deficit.

Discussing the NYC situation at a



PASSENGER TRAFFIC OFFICERS met recently at Montreal with regional training supervisors to discuss progress already made, and plan future action, in the system-wide education program for Canadian National passenger department personnel. Left to right are: V. E. Ek, assistant to

general passenger traffic manager; F. N. McKenzie, passenger traffic manager; A. P. Lait, assistant general passenger traffic manager, who acted as chairman; K. K. King, personnel assistant; N. A. Landerman and S. B. Evans, both of whom are training supervisors.



MAJOR GENERAL PAUL F. YOUNT, who has become the Army's chief of transportation (*Railway Age*, February 1, page 11). General Yount had been acting chief of transportation since the retirement several months ago of Major General Frank A. Heileman.

Washington, D.C., press conference, Mr. Young said he would set out to encourage passengers, instead of discouraging them with "the present antiquated equipment." He accused present Central management of "stalling" on plans for improving the road's passenger business.

The Alleghany board chairman said his answer to the passenger-deficit problem is to put on new, comfortable, safe equipment that is "not 30 years behind the busses and airplanes." He said railroads have not sold "safety," and he suggested that the "only answer the A.A.R. has" to the industry-wide passenger deficit is "take off trains, and eliminate service."

Mr. Young was asked whether he would withdraw Central from the A.A.R. if he wins control of the road. He replied that he would hope to "wake up" the association, and said he felt he would have influence enough to bring the A.A.R. into the Federation for Railway Progress. Mr. Young founded the federation in 1947.

The A.A.R., Mr. Young said, is a "destructive influence" because it would bring all railroads down to the level of the lowest. He said the association should do like the federation and try to bring all roads up to the standards of the highest.

Katy Steward is F.R.P.'s RR "Man of the Year"

Raleigh Mull, dining car steward on the Missouri-Kansas-Texas, has been selected by the Federation for Railway Progress as its "Railroad Man of the Year." A \$100 U.S. savings bond and a gold medal will be presented to Mr. Mull by Harrison C. Hobart, assistant secretary of labor, at a Washington, D.C., luncheon March 2.

Mr. Mull is the first dining car

steward to win the award, which has been presented by the federation each year since 1948 to "a railroad employee who has distinguished himself in rendering continuous outstanding service and courtesy to the traveling public."

Securities

Authorizations

NEW YORK, CHICAGO & ST. LOUIS.—To assume liability for \$2,970,000 of equipment trust certificates, to finance in part 25 diesel units costing an estimated \$3,737,171 (*Railway Age*, February 1, page 30). Division 4 approved sale of the certificates for \$9.36, based on an interest rate of 2½ per cent, which will make the average annual cost of the proceeds to the road approximately 2.75 per cent. Winning bid for the issue was by Halsey, Stuart & Co. and two associates. The certificates, dated March 1, will mature in 15 annual installments of \$198,000 each, beginning September 1, 1954. They were reoffered to the public at prices yielding from 1.5 to 2.8 per cent, according to maturity.

SOUTHERN PACIFIC.—To assume liability for \$9,660,000 of series MM equipment trust certificates, to finance in part 37 diesel units, nine passenger-train cars and 433 freight cars costing an estimated \$12,911,385 (*Railway Age*, January 25, page 17). Division 4 approved sale of the certificates for \$9.77 with interest at 2½ per cent—the bid of Salomon Bros. & Hutzler and three associates—which will make the average annual cost of the proceeds to the road approximately 2.8 per cent. The certificates, dated as of January 1, will mature in 15 annual installments of \$644,000 each, beginning January 1, 1955. They were reoffered to the public at prices yielding from 1.65 to 2.85 per cent, according to maturity.

SPOKANE INTERNATIONAL.—To issue and sell 28,464 shares of no-par common stock to its present common stockholders at \$15 per share (*Railway Age*, January 25, page 17). Present holders will be allowed to purchase one new share for each six shares now held. Proceeds from sale of the stock will be used to pay for additions and betterments and provide additional working capital.

Applications

MISSOURI PACIFIC.—To assume liability for \$3,000,000 of series XX equipment trust certificates, to finance in part 24 new diesel units costing an estimated \$3,874,180:

Description and Builder	Estimated Unit Cost
7 1,500-hp. road-switchers (Electro-Motive Division, General Motors Corporation)	\$169,269
17 1,500-hp. road-switchers (General Motors)	157,207

The certificates, to be dated March 15, would mature in 15 annual installments of \$200,000 each, beginning March 15, 1955. They would be sold by competitive bidding, with the interest rate to be set by such bids.

ST. LOUIS, BROWNSVILLE & MEXICO.—To assume liability for \$1,845,000 of series FF equipment trust certificates, to finance in part nine new diesel units and 125 freight cars costing an estimated \$2,317,977:

Description and Builder	Estimated Unit Cost
2 1,500-hp. road-switchers (Electro-Motive Division, General Motors Corporation)	\$168,686
1 1,500-hp. road-switcher (General Motors)	156,624
6 1,600-hp. road-switchers (Baldwin-Lima-Hamilton Corporation)	153,251
100 50-ton box cars (Missouri Pacific Shops, DeSoto, Mo.)	6,500
25 50-ton box cars (MP Shops)	9,500

The certificates, to be dated March 15, would mature in 15 annual installments of \$123,000 each, beginning March 15, 1955. They would be sold by competitive bidding, with the interest rate to be set by such bids.

UNION (Pittsburgh).—To issue \$2,500,000 in notes to the United States Steel Corporation as evidence of funds used in construction of the Monongahela Junction classification yard. The notes would bear interest at 3¼ per cent.

UNION OF MEMPHIS.—To issue an unsecured demand note for \$1,000,000, which would be delivered to Union's parent company, the Missouri Pacific. The note would replace a like amount of first mortgage bonds, owned by the MP, which matured August 1, 1947. Accumulated interest on the bonds exceeds \$2.4 million, an amount which Union considers "impossible of payment." The new note would be non-interest bearing.

Security Price Averages

	Feb. 23	Prev. Week	Last Year
Average price of 20 representative railway stocks	61.84	62.13	68.68
Average price of 20 representative railway bonds	94.04	94.10	94.81

Dividends Declared

BANGOR & AROOSTOOK.—5% preferred, \$1.25, quarterly, payable April 1 to holders of record March 8.

BOSTON & MAINE.—5% preferred, \$2.62, payable April 15 to holders of record April 1.

DENVER & RIO GRANDE WESTERN.—common, \$1.25, quarterly, payable March 22 to holders of record March 12; 5% preferred, \$1.25, quarterly, payable March 22, June 22, September 20 and December 20, to holders of record March 12, June 11, September 10 and December 10, respectively.

ERIE.—37½¢, quarterly, payable March 31 to holders of record March 5.

ILLINOIS CENTRAL.—\$1.25, payable April 1 to holders of record March 3.

MISSOURI-KANSAS-TEXAS.—7% preferred, \$1.25, accumulated, payable April 1 to holders of record March 18.

OAHU RAILWAY & LAND.—50¢, payable March 12 to holders of record March 1.

PITTSBURGH, FORT WAYNE & CHICAGO.—common, \$1.75, quarterly, payable April 1 to holders of record March 10; 7% preferred, \$1.75, quarterly, payable April 6 to holders of record March 10.

SOUTHERN PACIFIC.—75¢, quarterly, payable March 22 to holders of record March 1.

SOUTHERN.—M & O Stock Trust, \$2, semi-annual, payable April 1 to holders of record March 15.

Supply Trade

G.E. Opens Rebuilding Facility at Erie

A complete locomotive rebuilding and overhaul service has been established at Erie, Pa., by the General Electric Company.

The new facility, in addition to 31 G.E. service shop facilities available to locomotive users throughout the country, has been set up to fill the need for a complete locomotive rebuilding service among industrial locomotive users and railroads operating comparatively small fleets of motive power. G. W. Wilson, general manager

Briefly . . .

. . . At a meeting held January 28 at the Duquesne Club, Pittsburgh, attended by about 250 railroad and steel company executives, M. C. McGowan, purchasing agent, Electro-Motive Division, General Motors Corporation, exhibited a motion picture showing big-game hunting in Africa. The picture, in color, depicted Mr. McGowan's experiences during a hunting trip to British East Africa in October 1952. The meeting was sponsored by the Edgewater Steel Company.

of the firm's locomotive and car equipment department, said.

The new program will include all kinds of heavy maintenance and overhaul rebuilding, modernization, conversion and wreck-rebuild work. New locomotive warranties will be issued to operators of locomotives completely rebuilt. On locomotives rebuilt or overhauled to customers' specifications, warranties will be issued to cover areas on which work is done.

A.C.F. Would Change Name, Increase Stock

A special meeting of American Car & Foundry Co. stockholders has been called for April 15. Stockholders will be asked to vote upon a proposal to change the firm's name to ACF Industries, Inc., a proposal to change the company's objects and powers, and a proposal to "change, readjust, reclassify and increase the company's capital stock."

Golden Anderson Valve Specialty Company, Pittsburgh, has moved its general offices to new and larger quarters at 1232 Ridge avenue.

W. B. Gilkey, who has been engaged in sales and personnel work for the **Evans Products Company**, has been named to the sales engineering staff of its Railroad Loading & Equipment division.

William L. Cunningham, who has been manager of railroad sales for **Bendix Radio Division**, has joined the **Hammarlund Manufacturing Company** as midwest sales manager, at Chicago.

Malcolm D. Salinger, assistant chief engineer, **Cleveland Frog & Crossing Co.**, has been appointed chief engineer, succeeding **George A.**

Peabody, deceased. **Charles M. Cowles**, of the engineering staff, has been named to succeed Mr. Salinger.

Research and service laboratories of **Oakite Products, Inc.**, will be moved to larger quarters at 350 Hudson street, New York, about April 1.

Joel A. Fitts, sales engineer of **Electric Storage Battery Company**, at Chicago, has retired after more than 38 years of service.

George E. Anne, assistant vice-president of the **Brake Shoe and Castings division of American Brake Shoe Company**, has been appointed vice-president.

The **Electronic Communication Equipment Company**, manufacturer of railroad paging and communication equipment at Chicago, has appointed **M. H. Wood** as chief engineer. The company has also acquired additional manufacturing facilities and new offices at 1249 Loyola avenue, Chicago 26.

W. C. Wertz has been appointed district sales representative of **Superior Steel & Malleable Castings Co.**, at Chicago.

J. W. Sullivan, area sales manager of **Koppers Wood Preserving division**, at Houston, has been named manager of the Colorado district, at Denver, succeeding **R. C. Johnson**, appointed special representative. **H. O. Brown** succeeds Mr. Sullivan at Houston.

OBITUARY

George A. Peabody, vice-president and chief engineer of the **Cleveland Frog & Crossing Co.**, died January 27.

Equipment & Supplies

FREIGHT CARS

Pakistan Inquiring For 94 Cattle Cars

Pakistan's Ministry of Communications has invited bids for supply of 94 broad-gage, dismantled covered cattle cars for the North Western Railway, according to *Foreign Commerce Weekly*. Specifications may be borrowed from the Commercial Intelligence Division, Bureau of Foreign Commerce, U.S. Department of Commerce, Washington 25, D.C.

Colombia Will Buy 200 Freight Cars

The National Railways of Colombia intend to purchase about 200 box, flat, tank and gondola cars of 36-in. gage and a capacity of 30 to 35 metric tons, according to *Foreign Commerce Weekly*. Offers should be made only by suppliers willing to accept payment over five years. Specifications are obtainable from Col. Hernando Pena B., Administrador, Consejo Administrativo de los Ferrocarriles Nacionales, Carrera 6, No. 13-92, Bogota.

PASSENGER CARS

The **Canadian Pacific** has ordered one rail diesel car (RDC-1) from the Budd Company, for delivery in April. The car will go into service between Toronto and Detroit, thus increasing to three the number of RDC's operating between those points (*Railway Age*, September 14, 1953, page 15).

LOCOMOTIVES

159 Locomotive Units Installed in January

Class I railroads installed 159 new locomotive units (all diesel), in January, compared with 162 units (161 diesel units and one steam locomotive), in January 1953, the Association of American Railroads has announced.

On February 1, Class I railroads had 486 new locomotive units on order, including 461 diesel units and 10 electric and 15 gas turbine-electric locomotives, the announcement added, compared with 962 new units, including 919 diesel units and 14 steam, 10 electric and 19 gas turbine-electric locomotives, on order on the same date last year.

The **Monongahela** has ordered 10 1,200-hp. diesel switching units from the Baldwin-Lima-Hamilton Corpora-



LOWLY JOBS FOR TOP DRAWER STEAM locomotives are a common sight nowadays, as railroads go into the wind-up phase of their dieseliza-

tion programs. Here a Big Four (NYC) "Mohawk," built in the forties, totes a work train—smoke deflectors and all.

tion at an estimated cost of \$1,084,000. Deliveries are scheduled for March, June and July.

The New York Central System has ordered seven diesel units from the Electro-Motive Division of General Motors Corporation. The diesels are

to be assigned to the Cleveland Union Terminal, where electric-locomotive operation was discontinued late last year (*Railway Age*, November 30, page 14). Included in the new motive power are four 1,750-hp. road-switchers and three 900-hp. switchers. Delivery is scheduled for March and April.

Figures of the Week

Net Rose 11% as Gross Doubled

That relationship pointed up by comparison of last year's results with those of 1941

Last year's operating revenue of Class I line-haul railroads was 99.5 per cent above the 1941 gross, but the net railway operating income was only 11.1 per cent greater than that of 1941.

This was shown by an analysis of the 1953 results which was included by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in its latest "Monthly Comment."

Last year's gross of \$10,664 million was an all-time high, supplanting 1952's \$10,582 million as the record. The 1941 gross was \$5,346 million.

Net railway operating incomes for 1953 and 1941 were \$1,109 million and \$998 million, respectively. In 1953 the roads carried 10.4 per cent of their gross to net, compared with 18.7 per cent in 1941.

The accompanying table, reproduced from the "Comment," shows for 42 large roads (those with 1953 gross above \$53 million), the percentages of 1953 and 1952 gross that were converted into net railway operating income. The figures also show each road's percentage contribution to gross and net railway operating income of its territory.

Road	Per cent net railway operating income of revenues		Per cent revenues of total revenues in territory		Per cent of total net railway operating income in territory	
	1953	1952	1953	1952	1953	1952
Eastern district and Pacahontas region						
Pennsylvania	7.23	7.28	22.33	22.49	16.08	17.06
New York Central	7.45	6.17	17.81	17.64	13.58	11.35
Baltimore & Ohio	9.50	10.02	9.95	9.68	9.41	10.10
Chesapeake & Ohio	17.42	16.02	7.43	7.78	12.88	12.98
Norfolk & Western	14.63	14.59	4.09	4.28	5.96	6.50
Erie	10.46	10.42	3.92	3.86	4.08	4.19
N.Y., C. & St. L.	13.01	13.99	3.61	3.56	4.68	5.18
N. Y., N. H. & H.	6.02	6.51	3.56	3.57	2.13	2.42
Reading	12.72	11.95	2.87	2.88	3.63	3.59
Wabash	11.05	11.75	2.64	2.53	2.90	3.10
Del., Lacka. & Western	11.36	11.65	1.94	2.04	2.19	2.47
Boston & Maine	6.06	5.64	1.92	1.96	1.16	1.15
Lehigh Valley	13.80	13.92	1.65	1.72	2.26	2.49
Central of N. J.	7.84	7.79	1.35	1.40	1.05	1.14
Grand Trunk Western	7.87	3.33	1.32	1.24	1.04	.43
Elgin, Joliet & E.	6.24	9.73	1.19	1.07	.74	1.09
Delaware & Hudson	18.86	15.28	1.19	1.26	2.24	2.01
Western Maryland	20.58	18.14	1.10	1.04	2.24	1.97
Total (18 roads)	9.86	9.52	89.87	90.00	88.25	89.22
Southern region						
Illinois Central	10.68	10.40	20.34	20.28	17.01	17.51
Southern Ry.	15.26	13.39	18.15	17.95	21.68	19.96
Louisville & Nashville	14.76	12.20	15.36	14.98	17.76	15.17
Atlantic Coast Line	6.26	7.20	10.85	11.23	5.32	6.71
Seaboard Air Line	15.21	14.35	10.33	10.61	12.31	12.64
Gulf, Mobile & Ohio	11.42	11.45	6.17	6.14	5.52	5.83
Total (6 roads)	12.52	11.55	81.20	81.19	79.60	77.82
Western district						
A. T. & S. F. and affiliated companies	12.24	11.48	13.59	13.45	16.67	15.18
Southern Pacific Co.	8.63	10.53	12.10	12.28	10.46	12.71
Union Pacific	5.45	6.30	11.74	11.58	6.41	7.17
Chicago, B. & O.	10.73	11.74	6.17	6.02	6.63	6.95
Great Northern	10.27	9.96	5.94	5.79	6.11	5.67
C., M., St. P. & P.	5.64	6.47	5.76	6.00	3.25	3.81
Missouri Pacific	9.83	11.29	5.28	5.53	5.20	6.14
Chic., R.I. & Pac.	13.59	11.84	4.61	4.76	6.27	5.55
Chicago & North Western	4.38	3.94	4.53	4.59	1.99	1.78
Northern Pacific	8.21	8.67	4.01	3.96	3.30	3.38
Texas & New Orleans	8.37	9.15	3.23	3.30	2.71	2.97
St. Louis-San Francisco	11.71	13.44	2.88	2.88	3.38	3.80
Texas & Pacific	14.49	15.94	1.92	1.86	2.78	2.92
Missouri-Kansas-Texas Lines	11.09	12.62	1.89	1.89	2.11	2.35
Denver & R.G.W.	15.46	14.15	1.88	1.83	2.91	2.54
S. L. S. W. Lines	19.08	18.37	1.61	1.64	3.08	2.96
Duluth, Missabe & I.R.	23.00	11.63	1.40	1.08	3.23	1.23
Western Pacific	14.39	12.63	1.31	1.25	1.89	1.55
Total (18 roads)	9.82	10.05	89.85	89.69	88.38	88.66

Freight Car Loadings

Car loadings for the week ended February 20 were not available as this issue went to press.

Loadings of revenue freight for the week ended February 13 totaled 623,706 cars; the summary for that week, compiled by the Car Service Division, A. A. R., follows:

REVENUE FREIGHT CAR LOADINGS For the week ended Saturday, February 13			
District	1954	1953	1952
Eastern	109,653	123,538	127,073
Allegheny	119,437	142,908	150,763
Pacahontas	45,425	47,403	61,308
Southern	120,476	126,724	137,451
Northwestern	70,760	73,432	78,346
Central Western	103,053	111,581	120,050
Southwestern	54,902	56,018	62,585
Total Western Districts	228,715	241,031	261,181
Total All Roads	623,706	681,604	737,776
Commodities:			
Grain and grain products	44,088	38,590	47,831
Livestock	5,820	6,679	8,115
Coal	109,417	115,202	146,541
Coke	9,458	14,978	16,654
Forest products	40,882	44,212	45,643
Ore	15,747	19,473	19,020
Merchandise i.e.l.	64,466	70,714	77,531
Miscellaneous	333,828	371,756	376,441
February 13	623,706	681,604	737,776
February 6	624,385	690,613	733,919
January 30	628,190	697,442	731,218
January 23	617,226	697,515	728,015
January 16	619,871	705,017	747,660
Cumulative total, seven weeks	4,215,412	4,723,258	5,033,414

In Canada.—Carloadings for the seven-day period ended February 7 totaled 69,038 cars, compared with 84,455 cars for the previous 10-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
February 7, 1954	69,038	29,983
February 7, 1953	68,549	32,602
Cumulative Totals:		
February 7, 1954	335,389	146,616
February 7, 1953	383,531	164,868

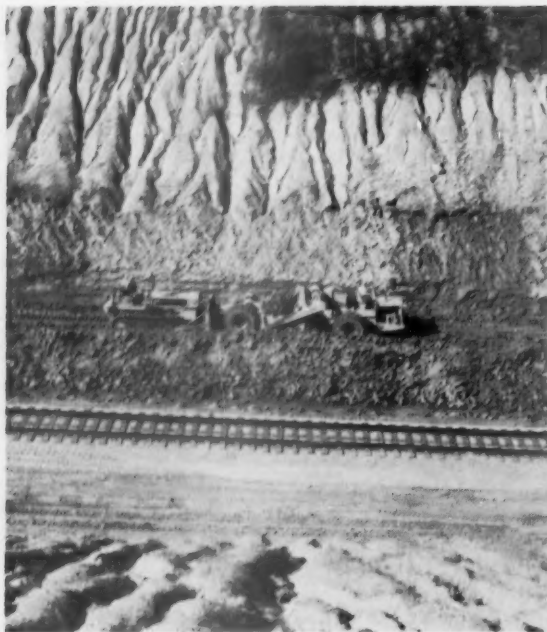
Rail Employment Declined Most in Recent Months

Railroad employment has declined in recent months more than employment in transportation generally and in manufacturing.

The comparisons were made by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in its latest "Monthly Comment."

They showed that railroad employment in January was 7.28 per cent below that of January 1953. For transportation generally (which includes railroads), the drop was only 2.88 per cent. The decline in manufacturing was 4.57 per cent.

November and December figures make a similar showing. Railroad employment was then off 4.12 per cent and 5.56 per cent, respectively, compared with the same 1952 months. Comparable figures for transportation generally showed drops of 1.34 per cent and 2.4 per cent, while figures for manufacturing showed declines of 0.98 per cent and 2.7 per cent.



LOADING a Tournapull with the aid of a pusher tractor. Water seeping from side slope made the blue clay tough to load and created difficult hauling conditions.



LOADED RIG on its way through the cut to the unloading area located at opposite end.



EXCAVATED MATERIAL was dumped and spread in waste areas at ends of cut. This view, showing Tournapull spreading material, illustrates wet, sticky conditions.

Problem:

To Clean Ditches In Long Cut

Solution:

Off-Track Grading Machines

Effective use of modern off-track grading equipment in railroad service is illustrated by a recent project on the Toledo, Peoria & Western, South of Sunnyland, Ill., the road has a cut 1,600 ft. long in which erosion of the side slopes had caused the side ditches to be filled up almost to the tops of the ties. Because of the resulting loss of drainage efficiency water trapped in the cut was seeping into the roadbed and causing an unstable condition.

To remedy this condition it was decided to clean out the ditches and cut back the side slopes to provide wider ditches. The entire job was done with off-track equipment. First a bulldozer was used to make a rough opening the entire length of the cut. Next a trenchhoe cut back the slopes, knocking the material down into the ditch.

Two 9-ton capacity Tournapulls were then put to work to load out the loose material and to excavate some that

had not been knocked down. In doing this work these self-propelled rigs followed a modified "figure 8" pattern. Operating in a space exactly the width of the scraper, a Tournapull, assisted in loading by a pusher tractor, loaded at one end of the cut, hauled its load the entire length and spread it in a waste area at the other end. On the return trip the rig, after loading at the opposite end, proceeded back through the cut to spread its load in another waste area. A pusher tractor was located at each end of the cut.

The two Tournapulls worked from opposite ends of the cut. Because of the narrow quarters it was not possible for the machines to pass each other in the cut; hence, one had to wait to enter until the other emerged. A total of 15,000 cu. yd. of material was hauled out of the cut by the two machines. The work was done under contract.

Working Power Is Earning Power . . .



*. . . and Harrison Cooling Helps
Keep Locomotives Working*

Most Diesel locomotives in service on American railroads today are equipped with Harrison radiators and oil coolers . . . equipment that helps keep them rolling and earning to full capacity year in and year out.

With Harrison cooling, jacket water and lubricating oil temperatures are efficiently controlled. As a result, Harrison-cooled locomotives perform better and spend more time working, which means greater earning power.

HARRISON RADIATOR DIVISION
GENERAL MOTORS CORPORATION, LOCKPORT, NEW YORK

HARRISON

Questions and Answers FOR THE TRANSPORTATION DEPARTMENT

A handling line renders a telegraphic report to car owner merely indicating that a defective car requiring extensive repairs is being held under owner's responsibility. Does this meet requirements of Interchange Rule 120 so far as stopping per diem is concerned?

If payments for loss and damage were allocated to the yards or locations causing them or responsible for them, would it have a beneficial effect and tend to reduce the volume of such payments?

CONDUCTED BY G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in alternate weekly news issues of this paper, and is devoted to authoritative answers to questions on transportation department matters. Questions on subjects concerning other departments will not be considered, unless they have a direct bearing on transportation functions. Readers are invited to submit questions, and, when so inclined, letters agreeing or disagreeing with our answers. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

No, subject to change.

It is the intent of the rules that per diem should stop on the date of the communication to car owner transmitting full information required by Interchange Rule 120, submitted either on a joint inspection certificate form or by means of a detailed letter.—“Interchange Rules—Questions and Answers,” appearing in *Railway Locomotives and Cars*, companion publication of *Railway Age*, February 1954.

(The editors of *Locomotives and Cars* state that this and other answers

Good idea, but . . .

Although the suggestion that payments for loss and damage be allocated to locations responsible is timely, we have found it difficult—in fact almost impossible—to put our finger on the point or points where much of the damage takes place. (Italics mine.—G.C.R.) Do not misunderstand me. In the case of every claim, our freight claim officer obtains a car movement form on carload traffic, and in the event of rough handling, trip reports of all conductors of freight trains handling the car. Also, reports of accidents along the route traversed by the “claim car” are checked closely to determine, if possible, whether or not the car was involved in irregular or rough handling. Notwithstanding this effort, freight claim investigators are able to determine actual point of rough handling or damage in less than 10 per cent of claims investigated.—J. J. Mahoney, general superintendent transportation, Santa Fe.

The great mass of freight claim payments are in the so-called “unlocated” category, because the damage is not discovered until the car in which the freight is traveling breaks bulk at destination. Only when there is physical evidence of damage to the car, caused by derailment, or something of that nature, or where there are records developed by impact register tests, can responsibility for damage be placed with a particular yard. Therefore it is not possible to locate damage in any large percentage of cases. When we are fortunate enough to locate such damage, the matter is thoroughly investigated and handled with the employees at fault and corrective action taken. . . .

We follow a procedure on the Lackawanna, as a substitute for the proposal advanced in your question, which we feel has some worthwhile effect. Photographs are taken of loads out-turning in a damaged condition at destination. These are placed on bulle-

tin boards of yards through which the particular cars traveled, so all concerned can see the result of rough handling. Although we cannot say at which yard the damage may have occurred, the fact that the men have an opportunity to view the photograph has a good effect.—W. J. Silich, freight claim agent, Lackawanna.

(Although it is not quoted here, Mr. Silich's letter also pointed out that statistics compiled by the A.A.R. Freight Claim Division support his—and Mr. Mahoney's—statement that only infrequently can responsibility for damage to lading be fixed. Mr. Silich stated that less than five per cent of such damage can be definitely allocated to “improper handling in trains, yards, or stations.”)

(It has been my observation that most men worth their salt will do a good job of handling a given situation where their responsibility for doing so is clearly defined. Costs are a responsibility, of course, and certainly damage claims are a cost of operation. Even though we may be able to fix the blame for this cost in only a small percentage of cases, would we be unfair if we charged to a yardmaster's switching costs, for example, the amount of the paid claim, assuming of course that one of his crews was clearly at fault? If it's not unfair, then, I assume it might be a good idea, if I read the first part of Mr. Mahoney's reply correctly. The hitch might be that fixing guilt and payment of the claim frequently occur a long time after the damage is discovered.)

(There are, it seems to me, too many railroad costs which just occur, with no one held directly accountable for them. I think the less our operating people can escape responsibility for their, or their subordinates', acts the more efficiently will our “plants” be operated.)

—G.C.R.



Johnny Careful Says:

NATIONAL ASSOCIATION OF SHIPPERS ADVISORY BOARDS
in cooperation with Association of American Railroads

April... “PERFECT” SHIPPING Month

Will receive concentrated attention in April *Railway Freight Traffic*

April is the month when “Perfect Shipping” will make the headlines wherever freight is packed, shipped and handled. “Strike Out Freight Loss and Damage” is the theme for this year’s nationwide campaign conducted by the National Management Committee of the National Association of Shippers Advisory Boards, in cooperation with the A.A.R. This year’s poster is reproduced above.

Railway Freight Traffic will focus the attention of Shippers on Perfect Shipping in its April issue through a special editorial program . . . including an article by the traffic manager of one of the largest shippers of I.C.I. freight. The monthly Traffic Poll also will feature a question dealing with perfect shipping.

Make perfect shipping the theme for your April freight advertisement in *Railway Freight Traffic* . . . the monthly magazine where shippers, the readers, and railroads and suppliers of related freight equipment get together.

**“Most Quoted—Most Talked
About for Its Useful Practical
Discussion”**

HOW TO LOSE MONEY *3 ways*



- 1. USE OLD CARS!** Maintenance costs will eat heavily into your profit picture. And a car out for repairs never makes back the money it loses!



- 2. REPAIR THEM OFTEN!** When a car is rolling, it's making money. When it's standing still, it's losing money! There's no in between!

3. DON'T BUY NEW CARS!

New cars could be paying for themselves moving today's "turned down" freight. Avoid this extra profit!



and... **ONE SURE
WAY TO MAKE IT**

Let an experienced A.C.F. freight car specialist show you how mass produced, standardized design freight cars lower initial costs, cut maintenance to a bare minimum, and continue to roll long after ordinary cars have passed by the wayside. It's a story well worth listening to! American Car and Foundry Company, New York
Chicago • Cleveland • San Francisco
Philadelphia • St. Louis • Washington

A.C.F.

CAR BUILDERS TO AMERICA'S RAILROADS

**HOW
AN EMD
WAREHOUSE
SAVED ONE
RAILROAD
\$8,376**



You can translate the strategic location of Electro-Motive's 8 Parts Warehouses and Factory Branches into immediate savings for your line as one large railroad did:

Electro-Motive's regional Parts Warehouses also help cut lost locomotive time which costs railroads at least \$100 a day. With 24-hour delivery, in emergencies, railroads no longer need

to keep their Diesels standing idle for want of a spare part.

But quick delivery from regional warehouses is only part of the story.

With genuine **EMD PARTS** you also get:

Full Warranty—100,000 miles or one year's service, whichever occurs first, from date of installation.

One Low Price Regardless of Volume—Buy only what you need.

Scientific Packaging — Protects against damage in shipping and deterioration in storage.

Continuing Improvements — Over a 15-year period, an 800% increase in piston life, for example.

One Source — One Responsibility for Every GM Locomotive Part.

For full details, call your Electro-Motive Parts Representative or write:

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS

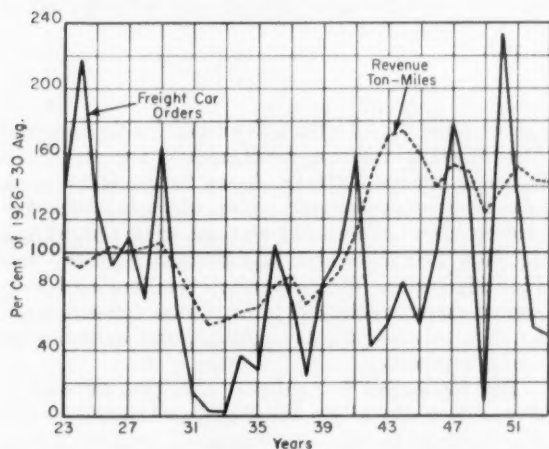
La Grange, Illinois • Home of the Diesel Locomotive



Needed—More Inquiry Into Car Supply Economics

There are some railroad problems which are not the exclusive concern of only a few railroads, but are shared by every company in the industry. One of these common problems seems to be getting less than its share of inter-railroad attention (in ratio to its importance, that is). This is the problem of maintaining, at maximum economy, a dependably adequate supply of freight cars, physically suited to the available traffic.

Only a short time ago many railroads were "short" of freight cars and were clamoring for larger allotments of materials, so that they could increase their supply. In recent months, as is generally known, there have been more than enough cars to go around and orders for new cars have been meager. Railroad traffic is subject to fluctuations, and it is natural to expect that the number of cars ordered would also be subject to some ups and downs. The accompanying chart shows, however, that the fluctuations in the car orders placed by the railroads are much more violent than are the fluctuations in freight traffic volume.



Fluctuations in Revenue Ton-Miles and In Freight Car Orders

(Average for 1926-30 = 100 Per Cent)

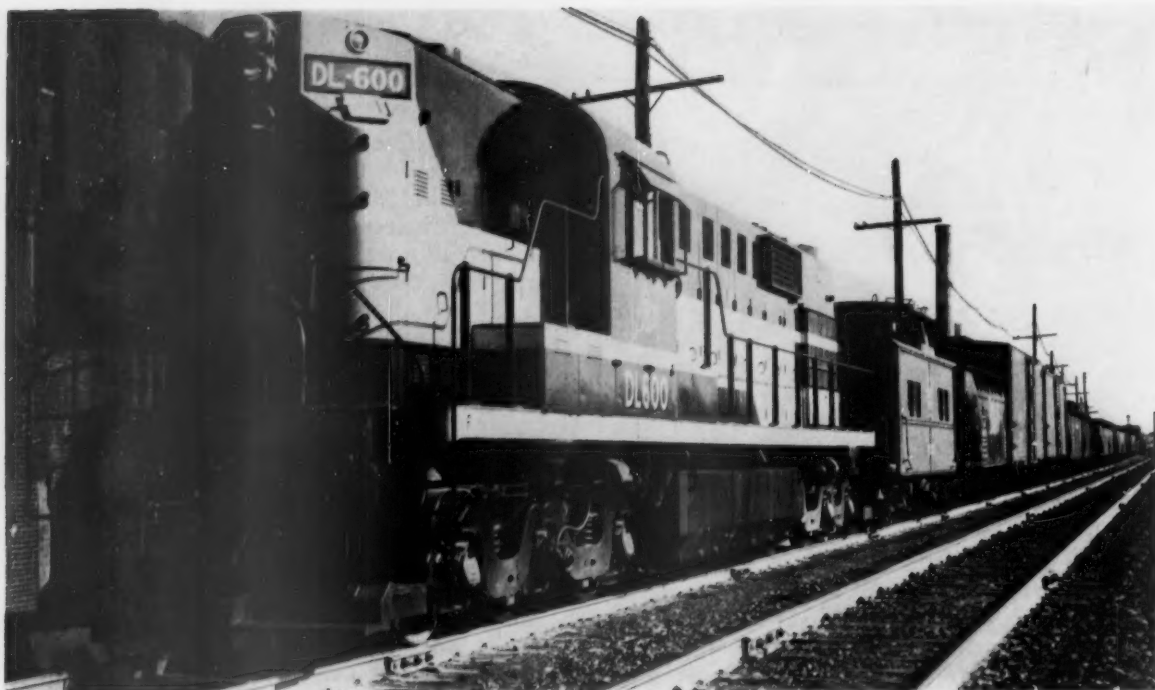
In 1939 a standard freight car could be purchased for about \$2,700. A standard freight car today (a somewhat better car, to be sure) will cost in the neighborhood of \$5,900. The present fleet of about 1.8 million railroad-owned freight cars

would, therefore, represent an investment of about \$10.6 billion, if the cars were all new. The same sized fleet in 1939 (all new cars) would have represented an investment of less than half as much. There exists today, therefore, a much stronger financial incentive than ever for thorough study and effort to intensify the utilization, per unit, of the car fleet; and to remove as many of the causes as possible which tend to increase the cost of cars.

There are many "interests" involved in the supply of freight cars to the railroads. Some of these interests are frequently considered to be mutually conflicting. However, all of them would probably be better off than they are today if—by thorough analysis, discussion, and experiment—the railroads should attain maximum efficiency in freight-car acquisition, maintenance and management; and would use this increased efficiency price-wise to attract competitive traffic. A supplier can usually adapt profitably his methods and his products to almost any modification in the demands of a growing and prosperous customer. It is pretty hard, however, for even the most adroit supplier to adapt his operations profitably to serve an impoverished customer whose business is waning.

Nobody can be absolutely certain today just what detailed policies of acquiring and maintaining freight cars would, over the years, give the railroads the maximum economy and, hence, the greatest strength in holding and attracting competitive traffic. The very fact that competent railroad men have diametrically opposed opinions on some of these policies, actual or potential, is proof enough that more intensive analysis and experiment is needed. When the statistical and experimental facts are adequately collected and correlated and marshaled, the areas of difference among competent observers are minimized, and sometimes eliminated.

This paper will welcome from its readers their serious discussion of all pertinent aspects of this vital problem—always, of course, from the point of view of the long-run welfare of the railroads. One conclusion seems reasonably certain from no more data than those presented in the accompanying chart, viz., that suppliers (e.g., the manufacturers of cars and parts) which have to maintain production capacity to serve such peaks as those of 1924 and 1950—through periods of low demand (such as 1931-33, or 1938, or 1953)—have a higher product cost, and necessarily higher average prices, than would otherwise be required. Higher costs of whatever origin must be reflected in the pricing of railroad service — and, hence, must have an adverse effect on traffic volume.



ALCO'S all-purpose locomotive is hauling a freight train during a recent "on-line" demonstration

High-Capacity All-Service Diesel

American Locomotive six-wheel truck design powered by improved 2,250-hp. engine has a short-time rating of 107,400 lb. and, for passenger service, a 65,100-lb. rating at a speed of 80 m.p.h.

A high-output diesel-electric locomotive, designed for flexibility in handling all types of rail service, has been introduced by the American Locomotive Company. Model DL-600, the latest addition to Alco's diesel line is a six-motor unit rated at 2,250 hp. A hood-type unit, the DL-600 differs in outward appearance from Alco-built road switchers since its front and rear hoods are the same height as its cab.

The DL-600 has been designed to operate with the short nose forward to provide maximum visibility. Another distinction is the recess found in each of the four corners of the hood, which contains the 45-degree number boards, classification lights and sand box covers. Hand rails enclose the entire running board area, and the vestibule-type steps are designed so that a brakeman can either use them or the locomotive's footboards.

This new heavy-duty all-purpose locomotive is a versatile unit built not only for high-speed, main-line freight or passenger assignments but also for slow-speed, heavy drag service. It is equally at home on medium speed local freight runs or yard transfer and switching assignments.

Power for the DL-600 is furnished by the improved Alco Model 244 V-type diesel engine. The 16-cylinder engine is rated at 2,250 hp. A new feature is the water-cooled turbosupercharging system which is designed to provide lower maintenance cost and more rugged construction than air-cooled superchargers formerly used with this engine. The new turbo offers improved acceleration characteristics due to its smaller diameter impeller, is relatively quiet in operation, and assures better engine combustion.

The locomotive is equipped with two three-motor, three-axle trucks of the drop-equalizer, modified swivel type designed for ease of maintenance, equal weight distribution and smooth riding at high speeds.

For passenger service, the unit can be equipped with a steam generator of up to 4,500 pounds per hour capacity. Water capacity is 2,000 gallons.

Liquid capacity is provided on the underframe between the trucks which eliminates the danger of weight transfer and provides for simple maintenance. Fuel capacity of 1,350 gallons insures long operating periods without refueling, and, if a steam generator is

not required, a single fuel tank of 2,400 gallons capacity can be installed.

The new locomotive is available with 3,400 dynamic-brake horsepower at 20 m.p.h., said to be the highest level yet offered on rail motive power, and fully automatic braking control can be added as a modification. Maximum dynamic braking forces range from 62,800 lb. with 65-m.p.h. gearing to 51,500 lb. with 80-m.p.h. gearing. The rear hood has been raised to permit application of the high-capacity dynamic braking over the engine.

Improved Electrical Equipment

Another feature of the DL-600 is the improved main generator, Model GT 586, which offers increased current capacity enabling traction motors to take full advantage of engine horsepower at all speeds. Short-time tractive ratings can be reached which allow the development of tractive force up to values corresponding to 30 per cent adhesion.

The unit is equipped with General Electric Type GE-752 traction motors, the same motors which are used on all Alco road locomotives. Traction-motor connections are designed to give maximum utilization of the diesel engine over the entire speed range of the locomotive. They are two series, three parallel and six parallel, both with full and reduced field strength. Automatic transition is furnished.

Main generator excitation current is supplied by a three-phase alternator and rectifier. The alternator feeds current into the rectifier for d.c. excitation. The system is designed for simplified maintenance, as the one a.c. generator replaces three rotating electrical machines.

Control circuits have been simplified by reducing the number of relays in the system, and the relays used are a new type designed to give longer life under service conditions. Both changes reduce control system maintenance.

The main generator is direct current and contains both main and starting windings. It is mounted directly at the end of the diesel engine, requiring only one generator armature bearing. The excitation alternator is mounted on the main generator, as is the auxiliary generator which supplies power for lighting, battery charging and control circuits. The auxiliary generator operates at constant voltage which is controlled by a voltage regulator. Both alternator and auxiliary are driven by gears connected to the main generator.

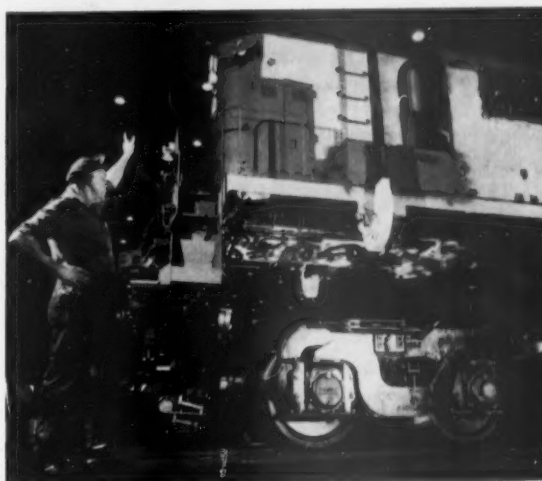
Air for traction-motor cooling is supplied by two multivane traction-motor blowers, each of which supplies air for the motors of one truck. The front blower is gear-driven off the main generator, while the rear blower is belt-driven from the shaft between the air compressor and the radiator fan.

Smooth Riding Trucks

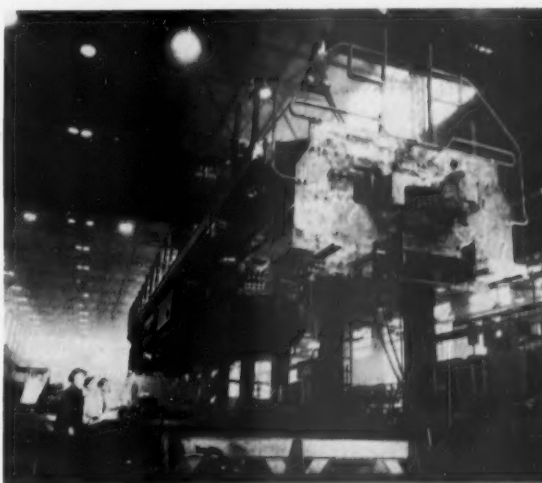
Arrangement of long equalizers and deep-deflection springs contributes to smooth riding at speeds up to 80 m.p.h. The spring system of the truck consists of four groups of two helical springs each, located near each end pedestal. The truck frame is supported on these springs which in turn are carried on four sets of double, drop-center equalizers extending from the end axles to the center axle. Desired axle loadings are attained by proper



ELECTRICIANS installing the control stand and contactor compartment in the DL-600.



COMPLETED SUPERSTRUCTURE being lowered onto the trucks in erecting shop in Schenectady.



THE UNDERFRAME and attached parts, as shown here, are assembled as a unit.



THE DL-600 pulling a commuter train into a terminal during one of its demonstration runs.

positioning of springs along the spans of the equalizers and proper proportioning of the springs. Mechanical-type snubbers are applied in one spring of each group.

The center plate of the truck is located on a cross transom between two motors. The oil-lubricated loading-pad bearing surfaces are located similarly on the other transom at the opposite end of the truck. By placing the load-carrying members between the motors, advantage is taken of the deep transom sections for carrying the load to the side frames.

Clasp-type brakes are used on all wheels.

The underframe of the DL-600 is a steel weldment, and the superstructure is of welded steel plate. The rear hood encloses the engine, generator, dynamic brakes and other apparatus, while the front hood provides space for steam generating equipment. The section over the engine and generators is removable and the radiators are located at the back of that hood.

The cab is of welded steel with controls and engine-man's seat on the right facing the front, and a second seat on the left side of the cab. Doors are located in the right side of the rear wall and the left side of the front wall, as well as in the front cab wall for access to the steam generator compartment.

Operating Controls

The cab is designed for the comfort and safety of the operating crew, with emphasis on roominess, visibility and low noise level. A new, low control stand has been installed to facilitate crew communication. The stand, at the left of the operator's seat, contains throttle, selector handle, reverser handle and circuit-breaker-type switches for generator field and fuel transfer pump. Control circuits, headlight switches, light switches, wheel-slip indicating lamp, and the ground relay are also found on the control stand.

Air-brake gages, speedometer and load meter are placed directly in front of the engineman, and signal lights for low oil pressure, hot engine water and all other instruments are situated on the bulkhead for observation from normal crew operating positions. Two large fresh-air induction hot-water core-type heaters, which assure

ample heating capacity for any weather, are supplied. Windshield defrosters use air inducted from the cab heaters.

Braking System

The brake valve is located in front of the engineman so that he can operate it while facing forward. The air brakes are Schedule 24RL. Air is supplied by the two-stage, three-cycle compressor driven directly by the main engine. The displacement at idling speed (400 r.p.m.) is 122 cu. ft. per min., and at full engine speed (1,000 r.p.m.) is 306 cu. ft. per min. Two main reservoirs below the underframe have a total capacity of 60,900 cu. in.

Clean air for the dynamic braking system is provided through car-body filters located above the engine compartment doors in the sides of the hood. Air flow through the car-body filters also provides a continuous medium for removing heat from the compressed-air system. Air pipes are run between the air compressor and first main reservoir in parallel across car-body filters on both sides of the hood.

Automatic sanding and wheel-slip control equipment is also installed to give maximum control under all wheel slippage conditions.

The locomotive is powered by the improved Alco Model 244 engine having 16 cylinders of 9-in. bore and 10½-in. stroke and a full-load speed of 1,000 r.p.m. Engine starting is effected by using the main generator as a motor, with current supplied by storage batteries.

A gear-driven centrifugal pump circulates water through engine, radiators and lubricating oil cooler. Radiator inflow is controlled by a simplified modulated shutter control and by the variable speed of the 72-in. radiator fan, which is driven through an eddy-current clutch for speed control. Engine intake air is ducted from car-body filters direct to the water-cooled turbo-charger air intake. The capacity of the cooling system is such as to keep the oil and water temperatures down to conservative figures even at high ambient temperatures.

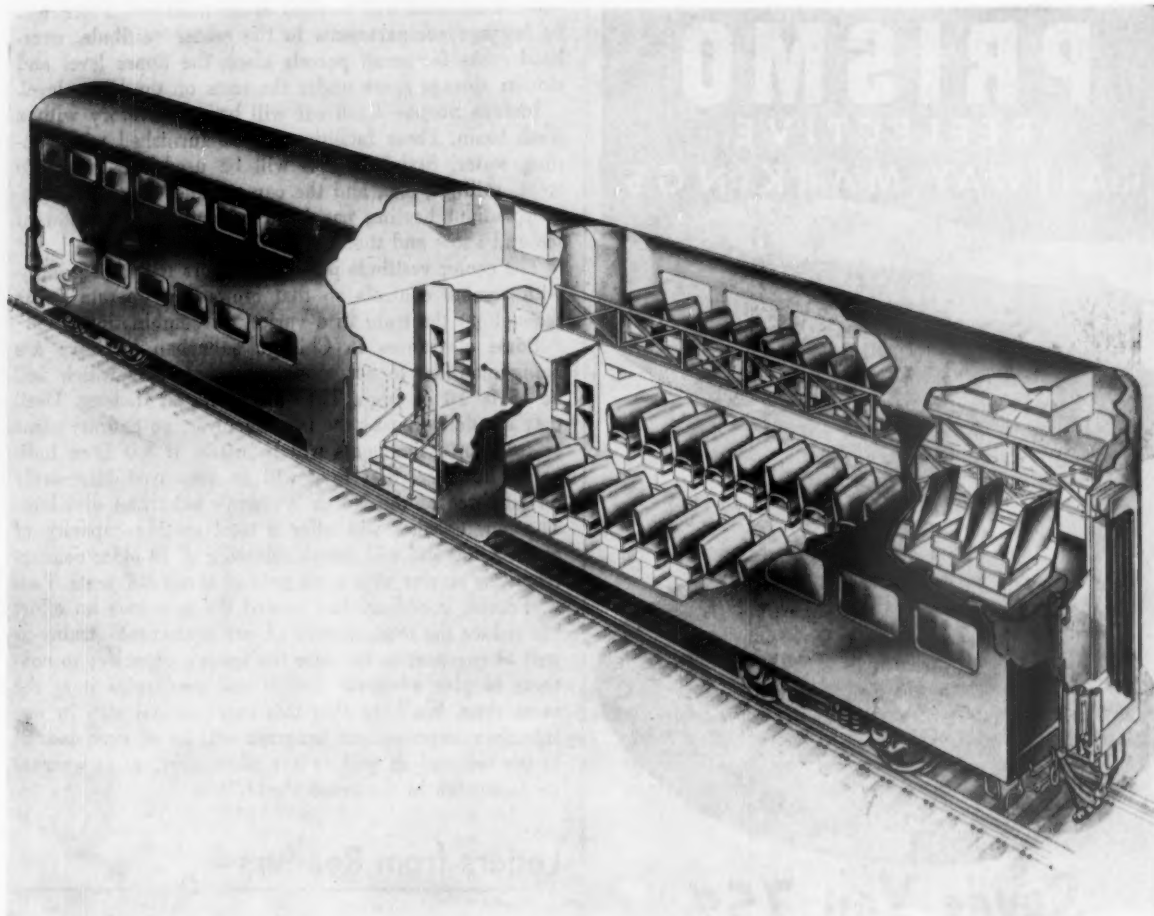
The DL-600 can be obtained in weights ranging from 325,000 lb. on driving wheels, where light axle loading is an advantage, up to 390,000 lb., where heavy axle loadings and corresponding greater tractive force can be utilized.

The DL-600 has continuous tractive-force ratings corresponding to the gear ratios as follows:

Maximum Speed	Gear Ratio	Continuous Tractive Force
80 m.p.h.	64-19	65,100 lb.
75 m.p.h.	65-18	69,800 lb.
65 m.p.h.	74-18	79,500 lb.

The flexibility of the DL-600 can be noted from the continuous tractive-force ratings shown above. The 360,000-lb. unit geared for 80-m.p.h. maximum speeds provides continuous tractive force equivalent to 18 per cent adhesion. Thus, heavy freight drags can be handled by a unit also capable of 80-m.p.h. performance in passenger service.

Where the heaviest freight movements are involved, the 390,000-lb. unit with 65-m.p.h. gearing offers the highest continuous tractive force available and may still operate in high-speed freight or passenger service.



IN THIS NEW CAR . . .

169 Seats for Commuters

Financing arrangements have been completed on a \$2.24-million order for 16 double deckers now being built by St. Louis Car Company for the C&NW

Under a conditional sales agreement, the First National Bank of Chicago will finance the purchase of 16 new double-deck suburban cars for the Chicago & North Western, the order for which was reported in *Railway Age*, October 12, 1953, page 35. The cars are being built by the St. Louis Car Company for delivery in the latter part of 1954.

Engineering details include:

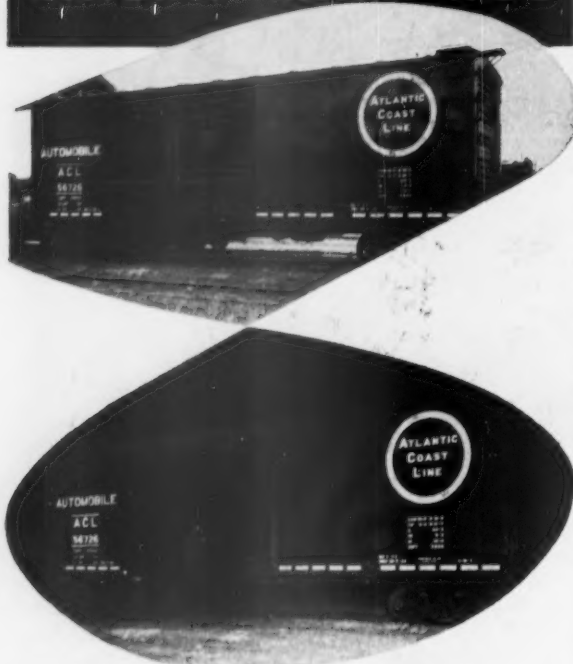
Independent Power Supply—Power for lighting and air conditioning will be independent of the locomotive and of other cars in the train. It will be furnished by propane-powered engines driving compressors and generators operating from a fuel supply adequate for two days of continuous service. The air conditioning system of each car will be of 16-ton capacity—virtually double that of a conventional lightweight coach for long-distance travel.

Ample Leg Room—Trucks and running gear have been designed for operating speeds up to 80 m.p.h. Roller-bearing trucks, coil springs, rubber draftgear and tightlock couplers will be employed. The C&NW says that despite the high seating capacity (169 persons), the cars will offer the same amount of leg room as in its present suburban cars. Three persons may enter or leave at the same time through the pneumatically operated sliding doors and the wide center vestibule—a factor that is expected to cut station times, especially during periods of peak traffic. Sliding doors are also located inside the vestibule and at each end of the car. These will normally be kept closed in order to realize maximum benefit of the heating or air conditioning systems. All cooling and heating will operate by automatic controls.

Wide double-glazed windows on both levels will be equipped with safety glass on the inside. Cable-guided

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Use Prismo for

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- A Moving Billboard—Advertising Your Road
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- Durability Up to Six Years
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Write, wire or phone for details today!

Use your present personnel and equipment. No shop tie-up. Dries immediately.

PRISMO 
SAFETY CORPORATION
 HUNTINGDON, PENNSYLVANIA



Can be applied with existing personnel and



Brushed or sprayed on, Prismo is anti-peeling

vertical curtains will be used at all windows. There will be luggage compartments in the center vestibule, overhead racks for small parcels along the upper level and similar storage space under the seats on the lower level.

Iceless Steps—Each car will have a lavatory with a wash basin. These facilities will be furnished with running water. Stainless steel will be used extensively in steps, railings, etc., and the car entrance steps will contain radiant heating panels to prevent accumulation of ice and snow and thereby provide safer footing.

The center vestibule pneumatic doors will be equipped with remote controls so that crews can operate doors throughout the train in a variety of combinations.

Some clearances in Chicago suburban territory are being modified to accommodate the new cars which will be 15 ft. 10 in. high. They are to be 85 ft. long. Until they are delivered by the manufacturer, no definite plans as to train assignments will be made. It has been indicated, however, that they will be employed intensively on all three of the North Western's suburban divisions. The new coaches will offer a total seating capacity of about 2,700 and will permit releasing of 32 older coaches from this service with a net gain of about 500 seats. Paul E. Feucht, president, has termed the new cars an effort "to reduce the total amount of our equipment—trains as well as coaches; to increase the seating capacity; to continue to give adequate service and modernize it at the same time. We hope that this experimental step in our suburban improvement program will be of such benefit to the railroad as well as our commuters, as to warrant its expansion in the years ahead."

Letters from Readers

Pay Claims on Cost Basis

NEW YORK, N.Y.

TO THE EDITOR:

Railroads and other interstate carriers have a tremendous expenditure burden which constantly confronts them in the settlement of claims for goods damaged or lost in shipment. These claims are adjusted on the basis of cost to the consignee.

Assume that the consignee is an ultimate retail purchaser who paid \$100 for a piece of merchandise, which was bought from a retail dealer. This then involves settlement on the part of a carrier with a profit in the amount for each link in the distribution chain—first the manufacturer, then distributor and last the dealer.

Why shouldn't settlement be made at manufacturer's cost, who in turn could replace the goods at that figure to the ultimate user, so that the carrier would be saddled with a charge of perhaps half the amount which the ultimate consumer paid on it, or any lesser proportionate amount depending on whether or not the claim was made by the consumer, dealer or distributor?

It is these various profits the carrier has to pay which could be eliminated if a method were devised that would permit the claims to be carried back and handled on the basis of manufacturer's costs.

This would result in savings of huge amounts which would naturally be reflected in a better profit picture for the carrier and perhaps ultimately lower freight charges.

SAMUEL A. WEISS

President

Weiss & Besserman Co.

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)
MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1953

Name of Road	Average miles operated during period	Operating Revenues			Operating Expenses			Total	Traffic	Total	Operating ratio	Net from railway operation	Railway tax accruals	Net railway income
		Pass.	Freight	Total (inc. misc.)	Total	Retire-ment	Deprec.							
		1953	1952	1953	1952	1953	1952	1953	1952	1953	1952	1953	1952	1952
Algon, Canton & Youngstown	Dec. 12 mos.	171	\$413	\$422	\$499	\$71	\$85	\$81	\$15	\$132	\$319	\$82	\$69	\$82
Alton, Topeka & Santa Fe	Dec. 12 mos.	13,093	39,540	6,292	5,672	858	923	69	648	184	483	1,712	4,155	4,039
Atlantic & St. Andrews Bay	Dec. 12 mos.	13,905	511,143	49,629	613,531	694,552	9,764	7,901	1,036	11,511	9,627	1,831	2,230	17,169
Atlanta & West Point	Dec. 12 mos.	82	256	316	334	32	41	25	4	70	176	150	65	172,169
Atlanta & West Point	Dec. 12 mos.	82	3,639	17	3,48	3,637	373	36	282	279	50	85	48.4	94,904
Western of Alabama	Dec. 12 mos.	93	3,347	475	4,508	4,555	692	559	75	765	732	154	191	759
Atlantic & Danville	Dec. 12 mos.	133	293	41	406	420	47	72	61	87	804	812	195	329
Atlantic & Danville	Dec. 12 mos.	205	1,333	137	1,46	1,37	27	5	14	48	130	143	94.5	98.4
Atlantic & Danville	Dec. 12 mos.	205	1,858	137	1,46	1,37	27	5	14	48	130	143	94.5	98.4
Atlantic Coast Line	Dec. 12 mos.	5,366	10,961	1,750	14,188	15,927	2,233	3,178	432	2,810	3,252	579	411	1,380
Charleston & Western Carolina	Dec. 12 mos.	5,378	131,540	19,223	164,579	169,945	28,914	31,466	239	40,016	36,472	6,583	4,535	11,646
Baltimore & Ohio	Dec. 12 mos.	343	522	1	546	611	152	127	26	107	122	44	18	161
Baltimore & Ohio	Dec. 12 mos.	343	6,725	29	6,939	6,529	1,880	1,507	122	1,220	1,351	511	208	5,497
Baltimore & Ohio	Dec. 12 mos.	6,183	28,566	1,862	33,100	36,223	4,504	4,350	520	7,201	7,894	1,026	919	14,442
Baltimore & Ohio	Dec. 12 mos.	6,185	407,948	21,642	460,849	442,677	60,628	57,412	6,391	97,070	90,944	12,235	10,959	17,403
Staten Island Rapid Transit	Dec. 12 mos.	29	297	54	293	316	45	66	14	38	33	23	2	256
Bangor & Aroostook	Dec. 12 mos.	29	2,785	602	3,387	3,702	663	708	166	343	372	23	20	1,696
Bangor & Aroostook	Dec. 12 mos.	602	1,043	36	1,079	1,326	127	163	22	320	320	92	31	317
Bessemer & Lake Erie	Dec. 12 mos.	602	12,096	403	12,972	13,161	2,823	2,795	221	2,926	2,853	1,067	259	3,446
Bessemer & Lake Erie	Dec. 12 mos.	209	971	1	1,001	1,224	236	233	42	902	1,179	95	32	509
Bessemer & Lake Erie	Dec. 12 mos.	212	29,868	7	30,107	25,915	2,645	2,534	286	8,630	8,109	1,555	262	5,725
Bozton & Maine	Dec. 12 mos.	1,676	5,273	956	7,156	8,734	1,255	1,499	260	1,049	1,018	173	114	3,296
Cambria & Indiana	Dec. 12 mos.	1,679	67,435	11,397	88,871	89,852	15,504	16,279	2,156	13,337	13,554	2,124	1,370	37,271
Canadian Pacific Lines in Maine	Dec. 12 mos.	35	148	150	153	41	18	95	84	22	107	107	10	229
Canadian Pacific Lines in Maine	Dec. 12 mos.	35	1,676	36	517	610	184	106	5	105	125	17	10	229
Canadian Pacific Lines in Maine	Dec. 12 mos.	234	447	36	517	610	184	106	5	105	125	17	10	229
Canadian Pacific Lines in Maine	Dec. 12 mos.	234	5,620	598	6,605	6,526	1,361	1,435	62	1,523	1,210	206	100	2,664
Canadian Pacific Lines in Vermont	Dec. 12 mos.	90	190	15	230	216	41	50	5	92	33	33	8	119
Central of Georgia	Dec. 12 mos.	1,786	2,729	169	3,244	3,855	521	541	60	516	591	130	145	1,479
Central of Georgia	Dec. 12 mos.	1,786	37,291	2,232	42,916	43,350	6,938	6,921	685	6,835	7,250	1,371	1,659	16,563
Central of New Jersey	Dec. 12 mos.	614	3,974	405	4,842	5,363	1,067	1,161	387	941	1,096	179	82	2,102
Central Vermont	Dec. 12 mos.	617	52,652	5,553	62,348	64,169	8,929	9,148	1,376	12,139	12,025	2,118	971	25,670
Central Vermont	Dec. 12 mos.	422	893	58	1,043	1,061	106	135	19	132	185	12	21	399
Chesapeake & Ohio	Dec. 12 mos.	5,102	22,222	694	24,109	25,302	5,703	47,980	4,692	66,556	70,181	17,846	8,453	100,508
Chicago & Eastern Illinois	Dec. 12 mos.	5,114	318,602	8,241	344,049	355,683	48,770	47,980	4,692	66,556	70,181	17,846	8,453	100,508
Chicago & Eastern Illinois	Dec. 12 mos.	868	2,268	312	2,964	3,266	517	414	39	424	691	130	140	1,205
Chicago & Eastern Illinois	Dec. 12 mos.	868	29,616	3,183	36,484	35,380	4,910	4,611	353	6,139	5,905	1,511	1,616	13,108
Chicago & Illinois Midland	Dec. 12 mos.	130	906	11	929	818	22	44	12	192	94	23	33	239
Chicago & North Western	Dec. 12 mos.	130	8,846	11	9,051	17,011	933	672	45	1,921	1,512	94	23	339
Chicago, Burlington & Quincy	Dec. 12 mos.	7,876	11,581	2,107	15,634	17,560	2,651	2,662	349	2,220	3,040	819	379	379
Chicago, Burlington & Quincy	Dec. 12 mos.	7,875	160,069	22,506	204,344	206,165	34,114	32,296	4,040	36,414	37,265	9,478	4,456	90,399
Chicago, Burlington & Quincy	Dec. 12 mos.	8,867	230,611	20,350	278,414	270,348	49,072	42,108	5,297	40,018	40,840	8,585	6,093	97,999
Chicago Great Western	Dec. 12 mos.	1,468	2,685	11	2,935	3,333	753	842	207	455	440	120	96	820
Chicago, Indianapolis & Louisville	Dec. 12 mos.	1,468	29,129	160	31,436	36,287	5,385	6,514	648	4,068	4,877	1,437	1,342	9,546
Chicago, Milwaukee & St. Paul	Dec. 12 mos.	541	19,493	772	21,888	21,814	3,991	3,448	237	3,223	3,225	837	1,062	7,495
Chicago, Milwaukee & St. Paul	Dec. 12 mos.	541	19,493	1,520	21,888	21,814	3,991	3,448	237	3,223	3,225	837	1,062	7,495
Chicago, Milwaukee & St. Paul	Dec. 12 mos.	10,665	215,385	16,672	259,860	269,466	42,741	40,843	4,749	53,745	53,504	10,283	5,881	103,576
Chicago, Rock Island & Pacific	Dec. 12 mos.	7,991	12,370	1,789	15,799	18,757	1,581	1,808	287	2,648	2,796	564	489	3,960
Chicago, St. Paul, Minn. & Omaha	Dec. 12 mos.	7,904	169,844	19,034	207,955	213,938	27,162	27,383	3,118	32,562	34,420	619	5,884	71,748
Chicago, St. Paul, Minn. & Omaha	Dec. 12 mos.	1,617	2,499	182	2,955	3,192	497	523	59	345	345	237	69	442
Chicago, St. Paul, Minn. & Omaha	Dec. 12 mos.	1,617	1,996	11	2,007	2,163	523	589	3	531	531	4,402	2,482	2,482
Chicago, St. Paul, Minn. & Omaha	Dec. 12 mos.	317	1,806	1	1,813	2,282	301	318	19	321	329	94	88	393
Chicago, St. Paul, Minn. & Omaha	Dec. 12 mos.	317	24,153	12	24,279	24,229	4,439	3,693	311	4,137	4,073	1,106	555	5,040
Chicago, St. Paul, Minn. & Omaha	Dec. 12 mos.	7,991	12,370	1,789	15,799	18,757	1,581	1,808	287	2,648	2,796	564	489	3,960
Chicago, St. Paul, Minn. & Omaha	Dec. 12 mos.	7,904	169,844	19,034	207,955	213,938	27,162	27,383	3,118	32,562	34,420	619	5,884	71,748
Chicago, St. Paul, Minn. & Omaha	Dec. 12 mos.	1,617	2,499	182	2,955	3,192	497	523	59	345	345	237	69	442
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Chicago, St. Paul, Minn. & Omaha	Dec.													

General American's Airslide® Car Fleet is Rolling!

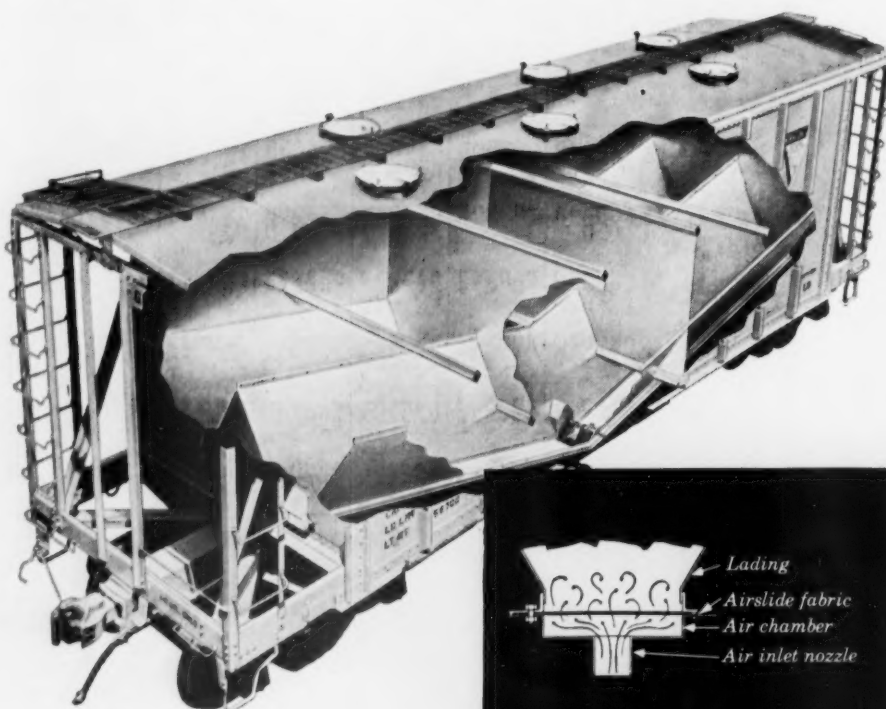


NOW MANY MORE DRY, GRANULAR AND POWDERED MATERIALS CAN BE SHIPPED IN BULK

Shippers using Airslide cars have transported commodities never successfully handled in bulk before

General American's new Airslide car fleet has started operation after months of actual working tests. New cars are coming out of its shops for companies who have actually tested them—found their value. These facts were considered *before* the cars were leased:

- 1.** Airslide car shipping costs less.
- 2.** High or low density materials can be successfully loaded, carried and unloaded.
- 3.** The expense of individual, small-unit containers can be eliminated.
- 4.** Airslide cars can be loaded by gravity and unloaded into any conveying system.
- 5.** Ladings are protected against shrinkage and leakage with minimum possibility of contamination.
- 6.** General American can service Airslide cars in its own shops throughout the country just as GATX tank cars are serviced.



AIRSLIDE, a trade mark of the Fuller Company, Catasauqua, Pennsylvania

FIND OUT ABOUT CUTTING YOUR SHIPPING COSTS

General American's engineers will work with your traffic and production engineers to see how you can get the advantages and savings of bulk shipping. Write for information.

UNLOAD INTO ANY CONVEYING SYSTEM

The Airslide in car quickly and easily "fluidizes" the lading for complete, speedy unloading. With approximately one pound of air pressure, the lading is aerated and flows quickly and evenly to the discharge points.



GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street • Chicago 90, Illinois


OFFICES IN PRINCIPAL CITIES

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1953

Average miles operated during period	Name of Road	Operating Revenues				Main. Way and Structures				Operating Expenses				Net railway tax operating income	Railway Net railway tax operating income							
		Total (inc. misc.)		Total		Total		Total		Total		Total										
		Pass.	Freight	1952	1953	Retire- ments	1952	1953	Retire- ments	1952	1953	Retire- ments	1952			1953	Operating ratio	1952	1953			
729	Colorado & Southern.	64	1,409	1,166	38	45	44	367	324	71	53	6	52	160	144	106.1	86.8	9	1	10	5	
1,381	Fl. Worth & Denver	869	16,279	14,304	278	1,968	21	258	281	40	33	466	1,101	1,053	78.2	73.0	307	166	27	1	120	124
1,038	Colorado & Wyoming	1,641	22,973	23,991	3,889	3,531	416	3,248	2,963	439	62	7,592	46,222	46,182	68.2	62.7	5,171	2,745	314	1,135	2,259	2,281
40	Colorado & Wyoming	1,641	22,973	23,991	3,889	3,531	416	3,248	2,963	439	62	7,592	46,222	46,182	68.2	62.7	5,171	2,745	314	1,135	2,259	2,281
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12 mos.	Colorado & Wyoming	1,641	22,973	23,991	3,889	3,531	416	3,248	2,963	439	62	7,592	46,222	46,182	68.2	62.7	5,171	2,745	314	1,135	2,259	2,281
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G-E snowmelters give fast, flameless defense against snow-clogged switches

G-E snowmelters offer you fast, no-fuss protection against snow-clogged switches. Clamped directly under the head of the rail, they melt ice and snow quickly without any open flame to endanger personnel or property.

G-E snowmelters are left in place all year 'round, ready to go to work at a snap of the remote-control switch. Easy to maintain, G-E snowmelters require neither refueling nor constant attention.

Now is the time to plan for protection against next year's snows. Ask your General Electric Apparatus Sales Representative for details on G-E snowmelting systems. Or, send your request for free bulletin GEA-5482 to: General Electric Company, Section 152-50, Schenectady 5, N. Y.

You can put your confidence in—

GENERAL  ELECTRIC



REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1953

Name of Road	Average monthly tonnage handled	Operating Revenues			Operating Expenses			Net operating revenue	Operating ratio	Railway Net income		
		1953	1952	Total	1953	1952	Total			1953	1952	Total
Louisiana & Arkansas	752	2,279	2,315	860	392	42	560	335	93.9	148	136	284
12 mos.	752	22,655	23,476	26,462	4,439	434	4,873	3,338	62.5	11,430	10,485	11,915
Louisville & Nashville	4,737	15,003	19,759	20,854	2,635	3,261	3,871	4,176	78.3	3,858	1,866	2,784
12 mos.	4,737	150,030	197,590	208,540	26,350	32,610	38,710	41,760	78.3	38,580	18,660	27,840
Maine Central	945	1,713	1,255	2,043	2,295	299	460	389	76.9	371	221	192
12 mos.	945	17,130	12,550	20,430	22,950	2,990	4,600	3,890	76.9	3,710	2,210	1,920
Midland Valley	334	123	125	156	54	5	59	43	121.6	579	579	1,158
12 mos.	334	1,230	1,250	1,560	540	50	590	430	121.6	5,790	5,790	11,580
Minneapolis & St. Louis	1,397	1,524	1,605	2,084	389	23	412	263	82.2	840	871	1,711
12 mos.	1,397	15,240	16,050	20,840	3,890	230	4,120	2,630	82.2	8,400	8,710	17,110
Min., St. Paul & S. Ste. Marie	1,397	21,069	22,001	3,820	4,007	363	3,243	3,239	125.5	4,982	2,603	2,124
12 mos.	1,397	210,690	220,010	38,200	40,070	3,630	32,430	32,390	125.5	49,820	26,030	21,240
Missouri-Kansas-Texas Lines	3,223	36,222	1,060	39,707	42,170	8,988	9,438	617	89.2	1,295	2,723	1,433
12 mos.	3,223	362,220	10,600	397,070	421,700	89,880	94,380	61,700	89.2	12,950	27,230	14,330
Mississippi Central	148	212	215	241	65	56	121	81	72.7	35	5	14
12 mos.	148	2,120	2,150	2,410	650	560	1,210	810	72.7	350	50	140
Missouri-Illinois	172	421	447	518	66	70	136	73	75.0	673	263	265
12 mos.	172	4,210	4,470	5,180	660	700	1,360	730	75.0	6,730	2,630	2,650
Missouri-Kansas-Texas Lines	3,242	5,610	5,731	5,524	932	975	1,066	1,021	64.0	2,165	1,267	965
12 mos.	3,242	56,100	57,310	55,240	9,320	9,750	10,660	10,210	64.0	21,650	12,670	9,650
Missouri Pacific	6,922	15,433	1,091	18,514	31,589	4,035	3,847	3,926	91.5	1,552	103	799
12 mos.	6,922	154,330	10,910	185,140	315,890	40,350	38,470	39,260	91.5	15,520	1,030	7,990
International Great Northern	1,104	2,311	1,187	2,675	3,414	457	6,802	5,550	83.8	5,678	Cr 913	3,491
12 mos.	1,104	23,110	11,870	26,750	34,140	4,570	68,020	55,500	83.8	56,780	Cr 9,130	34,910
Gulf Coast Lines	1,723	3,253	94	3,468	3,973	954	47	508	73.5	559	Cr 97	428
12 mos.	1,723	32,530	940	34,680	39,730	9,540	470	5,080	73.5	5,590	Cr 970	4,280
Monongahela	1,723	39,474	1,106	43,217	44,340	9,976	6,504	6,635	77.3	9,771	2,342	5,383
12 mos.	1,723	394,740	11,060	432,170	443,400	99,760	65,040	66,350	77.3	97,710	23,420	53,830
Montour	51	164	168	195	39	27	74	78	98.8	19	28	63
12 mos.	51	1,640	1,680	1,950	390	270	740	780	98.8	190	280	630
Nashville, Chatt. & St. Louis	1,032	2,447	1,533	3,056	3,691	431	465	522	83.5	363	598	668
12 mos.	1,032	24,470	15,330	30,560	36,910	4,310	4,650	5,220	83.5	3,630	5,980	6,680
New York Central	10,716	44,407	11,513	75,686	8,594	12,029	2,020	12,116	86.0	11,279	5,480	5,838
12 mos.	10,716	444,070	115,130	756,860	85,940	120,290	20,200	121,160	86.0	112,790	54,800	58,380
Pittsburgh & Lake Erie	221	45,867	857	49,259	45,845	6,221	3,550	566	77.3	11,166	8,755	1,490
12 mos.	221	458,670	8,570	492,590	458,450	62,210	35,500	5,660	77.3	111,660	87,550	14,900
New York, Chicago & St. Louis	2,185	12,014	175	12,665	14,321	1,883	1,300	151	61.7	3,166	1,580	1,240
12 mos.	2,185	120,140	1,750	126,650	143,210	18,830	13,000	1,510	61.7	31,660	15,800	12,400
New York, New Haven & Hartford	1,771	7,204	4,785	13,822	15,029	2,984	2,614	531	85.3	2,032	Cr 62	1,090
12 mos.	1,771	72,040	47,850	138,220	150,290	29,840	26,140	5,310	85.3	20,320	Cr 620	10,900
New York Connecting	21	3,740	4,106	4,084	1,194	1,144	301	284	92.3	1,533	905	638
12 mos.	21	37,400	41,060	40,840	11,940	11,440	3,010	2,840	92.3	15,330	9,050	6,380
New York, Ontario & Western	541	495	43	7,063	7,047	1,585	1,441	219	91.7	585	431	762
12 mos.	541	4,950	430	70,630	70,470	15,850	14,410	2,190	91.7	5,850	4310	7,620
New York, Susquehanna & Western	120	397	40	464	518	52	56	62	69.7	105	37	27
12 mos.	120	3,970	400	4,640	5,180	520	560	620	69.7	1,050	370	270
Norfolk & Western	120	1,533	1,533	1,533	1,533	1,533	1,533	1,533	77.4	1,499	1,430	1,430
12 mos.	120	15,330	15,330	15,330	15,330	15,330	15,330	15,330	77.4	14,990	14,300	14,300
Norfolk Southern	620	902	915	1,127	1,169	2,524	2,660	193	80.1	2,567	1,145	894
12 mos.	620	9,020	9,150	11,270	11,690	25,240	26,600	1,930	80.1	25,670	11,450	8,940
Northern Pacific	6,866	12,226	639	14,546	15,951	1,959	2,469	301	81.0	2,756	2,264	771
12 mos.	6,866	122,260	6,390	145,460	159,510	19,590	24,690	3,010	81.0	27,560	22,640	7,710
Northwestern Pacific	351	876	49	999	228	241	330	20	104.6	109	14	252
12 mos.	351	8,760	490	9,990	2,280	2,410	3,300	200	104.6	1,090	140	2520
Oklahoma City-Ada-Mohe	132	79	1,074	1,081	1,124	281	274	54	93.0	465	55	90
12 mos.	132	790	10,740	1,0810	11,240	2,810	2,740	540	93.0	4,650	550	900
Pennsylvania	10,066	53,004	12,445	73,875	90,837	12,777	9,628	3,461	88.2	1,535	Cr 3,421	839
12 mos.	10,066	530,040	124,450	738,750	908,370	127,770	96,280	34,610	88.2	15,350	Cr 34,210	8390
Pennsylvania-Reading Seaboard Lines	358	602	2,097	714	809	646	277	354	84.2	169,872	70,312	74,796
12 mos.	358	6,020	20,970	7,140	8,090	6,460	2,770	3,540	84.2	169,872	70,312	74,796

(Table continued on page 34)

More Elbow Room^{for the} ACL



GOING GREAT IN THE SAND—The ACL wants more room for spur and storage tracks at Smith Creek Yard and gets it in a hurry with two top-performing TD-18As on the job.

FOREMAN-OPERATOR climbed down from his TD-18A long enough to tell us he thinks they're tops. Here's why: *"INTERNATIONALS have the power to self-load scrapers and they can be maneuvered in almost any tight spot we encounter."*



Pair of INTERNATIONAL TD-18As power expansion of Atlantic Coast Line's Smith Creek Yard

When the Atlantic Coast Line needed more room for spur and storage tracks at its Smith Creek Yard at Wilmington, North Carolina, two INTERNATIONAL TD-18A crawlers did all the ground work.

A foreman, who also operates one of the crawlers, puts it this way:

"We work in all types of soil in this railroad construction and the TD-18A is one of the best crawlers for moving dirt fast. We've worked in sand for eleven months straight

and we've had very low maintenance."

This story is repeated the country over. INTERNATIONAL crawlers deliver maximum power at minimum operating cost—day in, day out—on any kind of ground.

These rugged red crawlers will give you the same top performance. See them in action. All you have to do is ask your nearby INTERNATIONAL Industrial Distributor for a demonstration—on your own job—of "power that pays." INTERNATIONAL HARVESTER COMPANY, CHICAGO 1, ILLINOIS

POWER THAT PAYS

INTERNATIONAL



For everything in Earthmoving

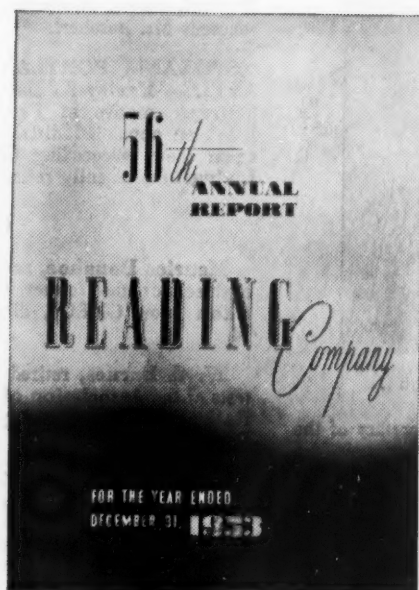
ON TRACKS ... ON RUBBER

**See INTERNATIONAL'S
Complete Earthmoving Line**

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF DECEMBER AND TWELVE MONTHS OF CALENDAR YEAR 1953

[illegible]



READING COMPANY

reports

HIGHLIGHTS

for 1953

SOURCES OF OPERATING DOLLAR

	1953	1952
Anthracite	13.1¢	16.2¢
Bituminous Coal.....	20.4	20.4
Merchandise	55.2	51.9
Passenger	5.3	5.3
All Other	6.0	6.2
Total	100.0	100.0

Completing the first full year of operation under increased freight rates, the Company's gross revenues were \$132,825,609. Earnings per common share were \$6.92 compared with \$6.34 in 1952.

Despite increases in expenses, the ratio of transportation expenses to operating revenues was reduced from 38.05% in 1952 to 36.89%.

Acquisition of 51 new general-purpose diesel-electric locomotives increased diesel operation to 99% by year-end.

The Catawissa Railroad Company was merged into Reading Company, increasing to 865 the miles of road on which the Company's general mortgage securing Series D Bonds is a first lien.

More than half of Reading's revenue is derived from merchandise traffic.

Dividends of \$2.00 per share were paid on both the Preferred and Common Stocks, making the 43rd consecutive year in which dividends have been paid on all classes of stock.

Ja. Fisher
President

READING COMPANY

READING TERMINAL • PHILADELPHIA 7, PA.

Railway Officers

CHICAGO & WESTERN INDIANA — BELT RAILWAY OF CHICAGO.—**Franklin C. Gagen**, general attorney at Chicago, has been appointed general solicitor there.

CHICAGO GREAT WESTERN.—**William Blocker** and **David W. Quick**, assistant general freight agents at Chicago and Omaha, have been appointed, respectively, general freight agents at Chicago and at Minneapolis-St. Paul.

CANADIAN NATIONAL.—**Maynard A. Metcalf**, vice-president and executive assistant to president, has

assistant vice-president of traffic for Canadian Lines, has been appointed deputy vice-president of traffic for the system.



James A. Argo

Douglas I. Grant, secretary of the company, has been named executive assistant to president. **Robert H. Tarr**, assistant secretary, succeeds Mr. Grant as secretary.

SANTA FE.—**M. M. Killen**, who has been on leave of absence, has resumed his former position as superintendent at Newton, Kan., succeeding **J. H. Blake**, who, as acting superintendent, moves to Arkansas City, Kan., to replace **H. C. Willis**, who has been granted leave of absence.

George L. Davenport, Jr., hydraulic engineer at Los Angeles, has been promoted to assistant to chief engineer at that point.

SOO LINE.—**A. G. Greenseth**, general mechanical superintendent at

Minneapolis, has retired. Named to succeed him is **C. F. Guggisberg**, mechanical superintendent at that point, who in turn has been replaced by **D. L. Borchert**, assistant mechanical superintendent there. **E. R. Henkel**, general mechanical inspector, succeeds Mr. Borchert.

SPOKANE, PORTLAND & SEATTLE.—**Harley K. Hallgren**, traffic representative at Portland, Ore., has been appointed district passenger agent there, succeeding **Clarence J. Livingston**, recently retired.

OBITUARY

Maurice Donahoe, retired division engineer of the former **Chicago & Alton** (now GM&O), died February 14.

W. C. Barnes, retired engineer of tests of the **Association of American Railroads**, died February 21 at St. Petersburg, Fla.

William C. Bower, 75, who retired in January 1947 as vice-president, purchases and stores, of the **New York Central**, died February 17, of a heart attack, in Rochester, N.Y.

J. O. Mellyar, freight traffic manager for sales and service of the **Milwaukee**, at Chicago, died recently.

J. E. Quinn, 67, auditor disbursements of the **Florida East Coast** at St. Augustine, died February 18 after a brief illness.

J. D. McCartney, 73, assistant to president of the **Central of Georgia** at Savannah, died February 20.



Douglas I. Grant

been appointed vice-president of traffic at Montreal, succeeding **John Pullen**, who has retired after more than 41 years of service. **James A. Argo**,

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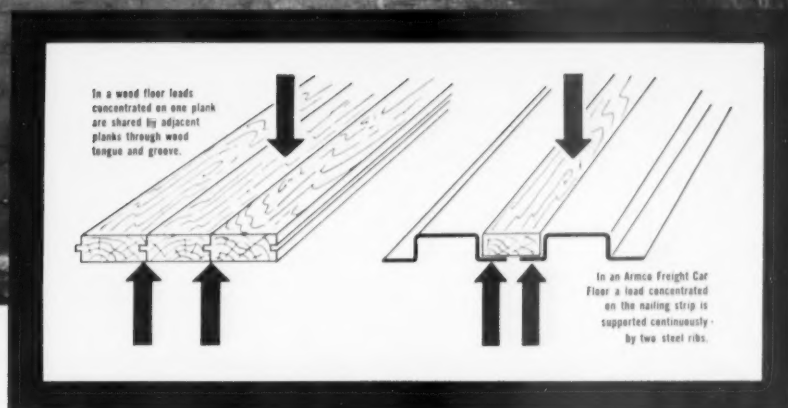
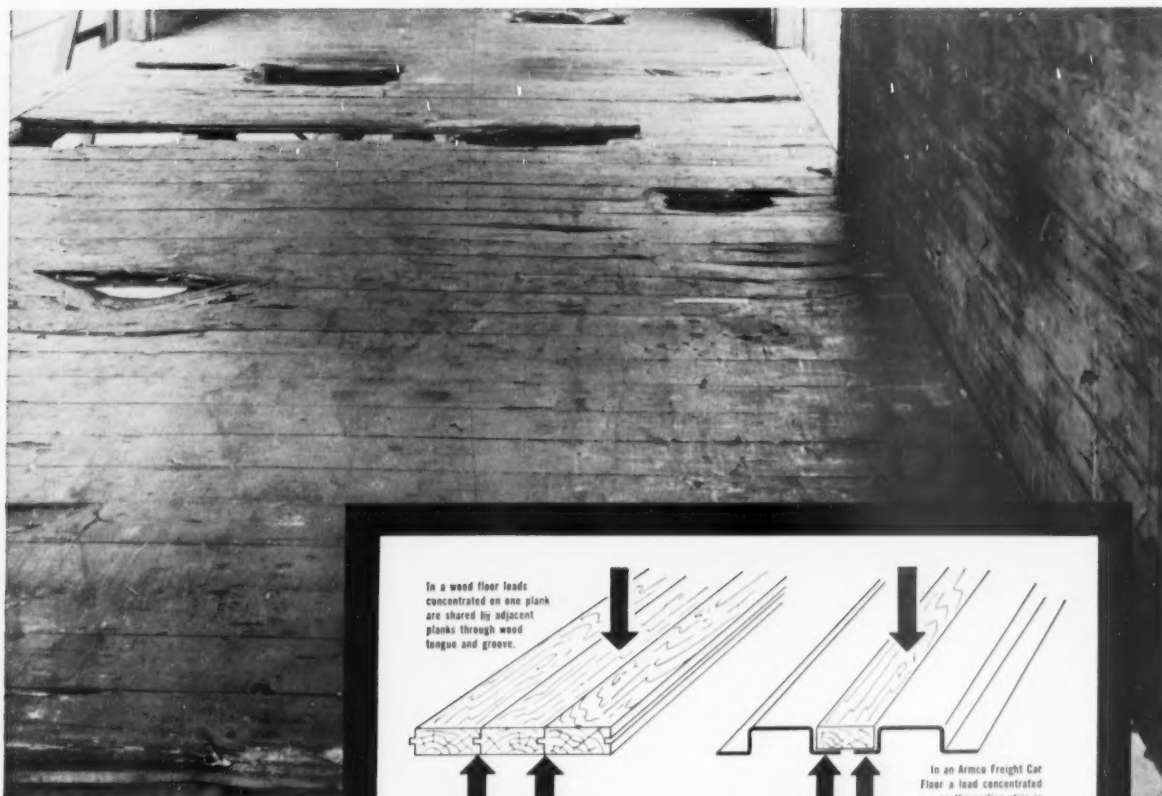
STEEL in stock at
RYERSON

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BARS—carbon & alloy, hot rolled & cold finished
STRUCTURALS—channels, angles, beams, etc.

PLATES—sheared & U. M., inland 4-Way Floor Plate
SHEETS—hot & cold rolled, many types and coatings

TUBING—boiler & mechanical, seamless & welded
STAINLESS—Alloy plates, sheets, bars, tubes



Armco Car Flooring won't let this happen!

In Armco Freight Car Flooring, stout hat-section steel ribs take the load and support heavy wood nailing strips. That's why, even without extra stringer support, Armco Freight Car Flooring resists the heavy concentrated loads of lift trucks that often break through conventional car flooring. Besides, the ribs are welded to the car underframe and reinforce it.

For Gondola and Flat Cars, too

Armco Freight Car Flooring is made for gondola, box and flat cars. It is designed both for new construction

and for replacement of worn-out wood or steel-plate floors in existing cars.

A Multi-Purpose Floor

The Armco floor will handle bulk- or unit-lading equally well. This eliminates the problem of selecting a car by floor type. It saves time and money for both the railroad and the shipper in switching empty cars. This is of special importance in the case of gondola cars. The same car that brings bulk loads into a plant can carry away the manufactured product.

Armco Freight Car Flooring is made for fastening bracing and skids in the proper way—with nails. There's no invitation to weld fasteners to plate floors or burn holes for bolts.

Send for Booklet

There's a new booklet about "Armco Freight Car Flooring." We'll send you a copy if you'll fill out the coupon below and mail it to us.

ARMCO STEEL CORPORATION

1804 Curtis Street • Middletown, Ohio

Send me a copy of the booklet, "Armco Freight Car Flooring."

Name

Position

Railroad

Street

City Zone State

ARMCO STEEL CORPORATION

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Export: The Armco International Corporation



G-R-S CLASSIFICATION SYSTEMS

SAVE TOWERS

G-R-S automatic switching gives push-button track selection, enables one operator to handle largest yard.

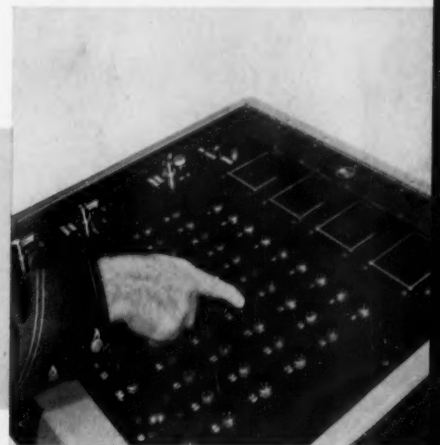
This tower controls a 58-track yard ►



SAVE TIME

Automatic switching reduces errors, G-R-S automatic retarder control minimizes trimming. Classification time is saved by both.

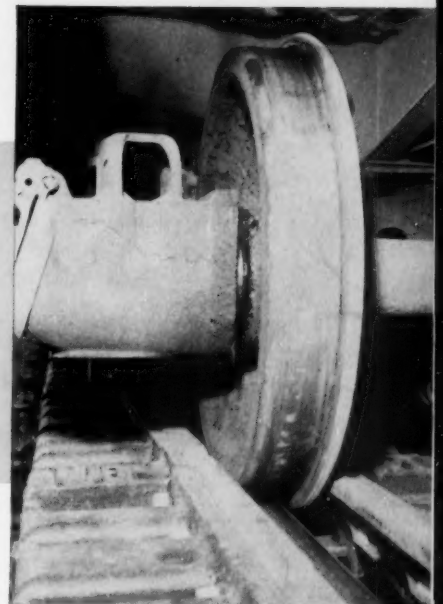
Classification route is set by pushing a button ►



OPERATE DEPENDABLY

G-R-S all-electric car retarders operate in any weather, need power only to change position, use only about 8 kwh. per 100 cars—now available with electronic control which automatically releases cars from retarders at speeds for proper coupling.

Retarder shoes grip wheels to control car speed ►



Ask your G-R-S district office how these car classification systems can be applied to your needs.



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